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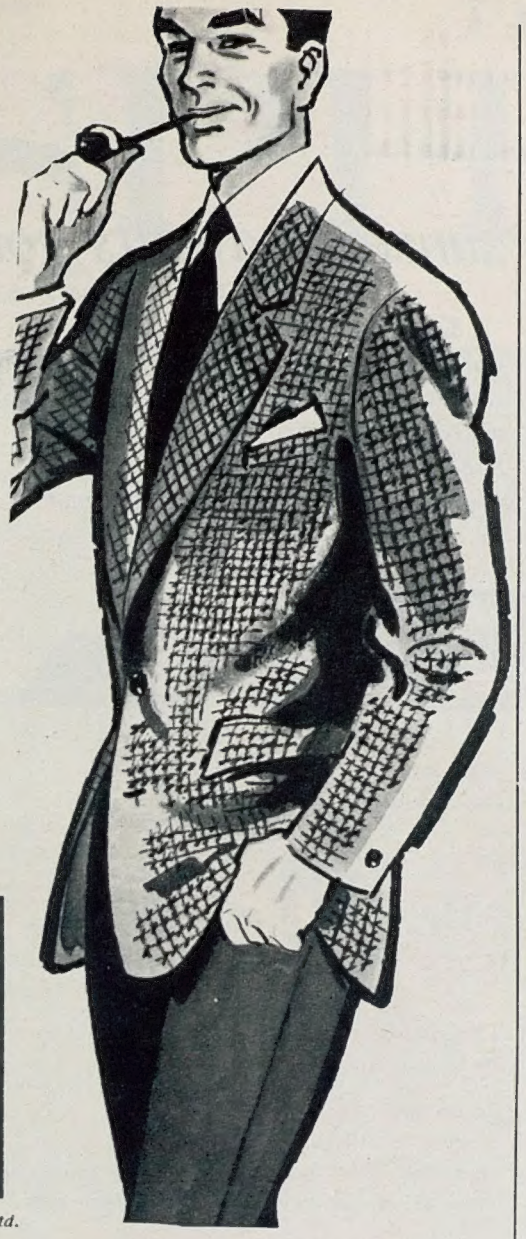

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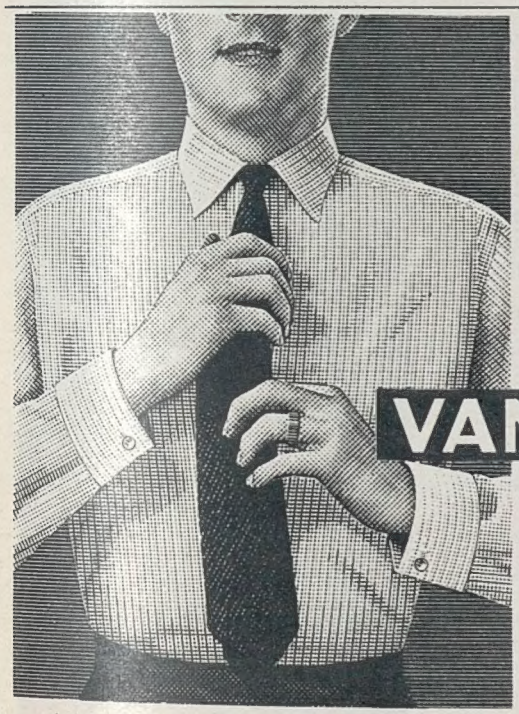

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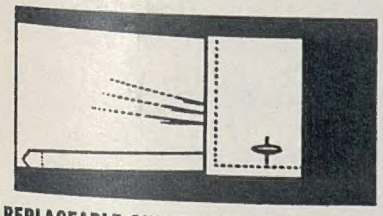

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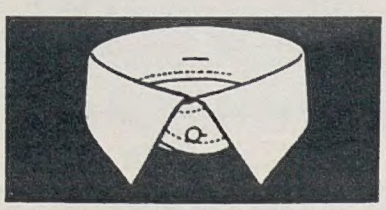

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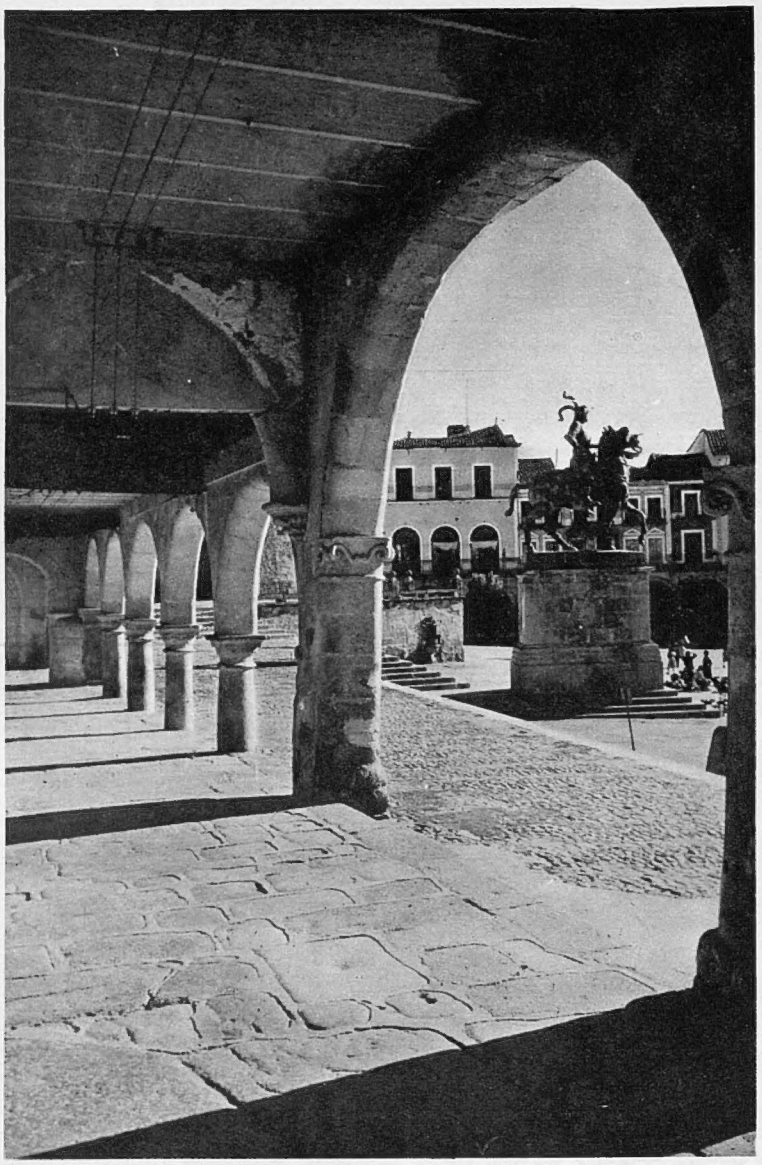

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Volume CCXLIII No. 3154

THE SPHERE

LONDON, November 12, 1960

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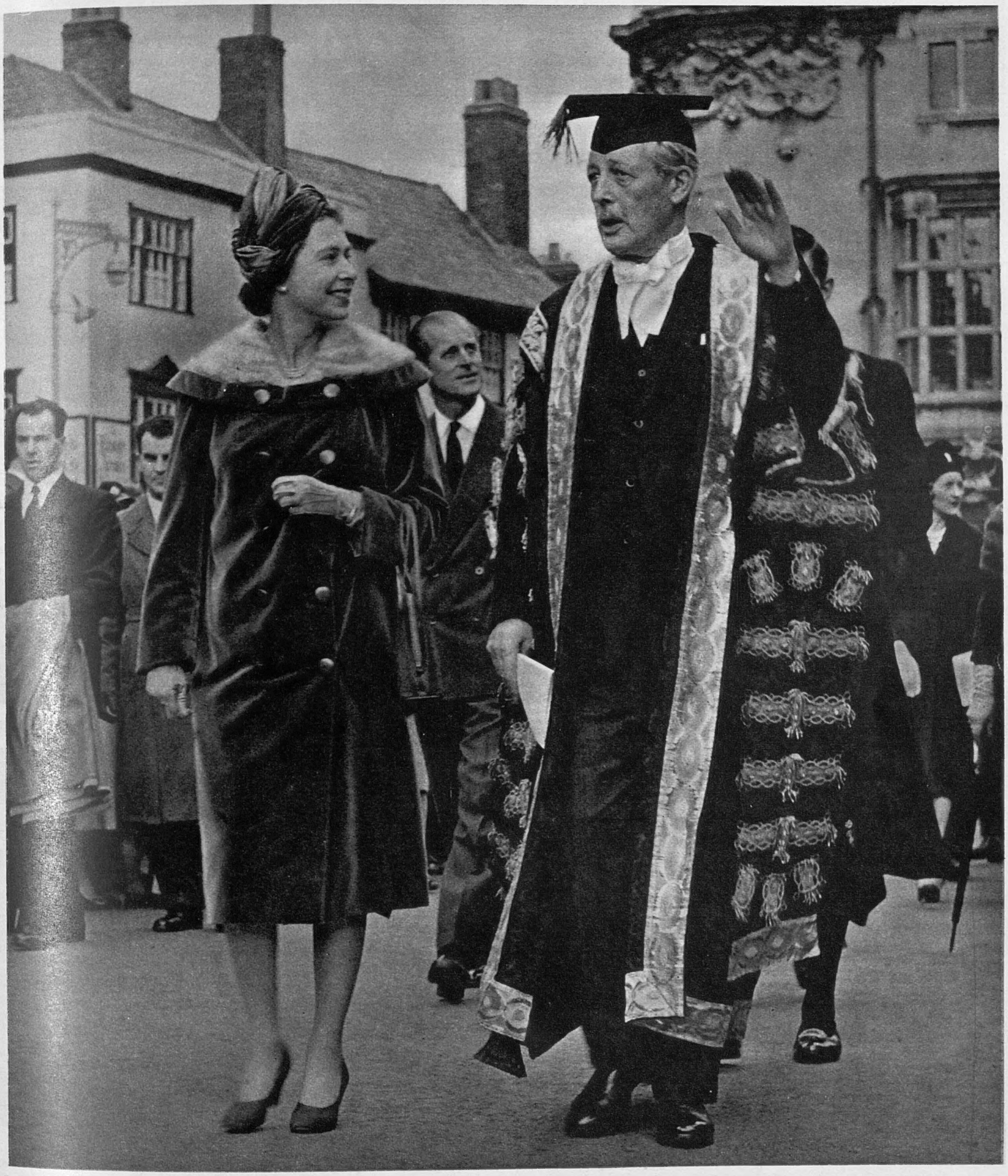

THE QUEEN AND THE CHANCELLOR

Queen Elizabeth and Mr. Macmillan, as Chancellor of Oxford University, walk in procession to the Sheldonian Theatre. Behind them is the Duke of Edinburgh. In Convocation of the university, the Queen replied to the address of welcome from Mr. Macmillan. She said that to-day a woman could keep her intellectual life without endangering her chances of the deep satisfaction of bringing up a family. The Queen expressed her delight that women's colleges at Oxford now have equal status with men's colleges. In his speech, Mr. Macmillan had said that in 1939 there were 876 women students in residence; to-day there were 1,221. "They never had it so good." During the five-hour Royal Visit, Her Majesty laid the foundation-stone of St. Catherine's College in Holywell Great Meadow. She and Prince Philip were received in an informal ceremony by the Vice-Chancellor, Mr. A. L. P. Norrington; the Master of the new college, Mr. Alan Bullock; and the architect, Professor Arne Jacobsen. St. Catherine's, which opens in 1962, will devote half its places to scientists and will have a majority of scientific dons in its senior common room

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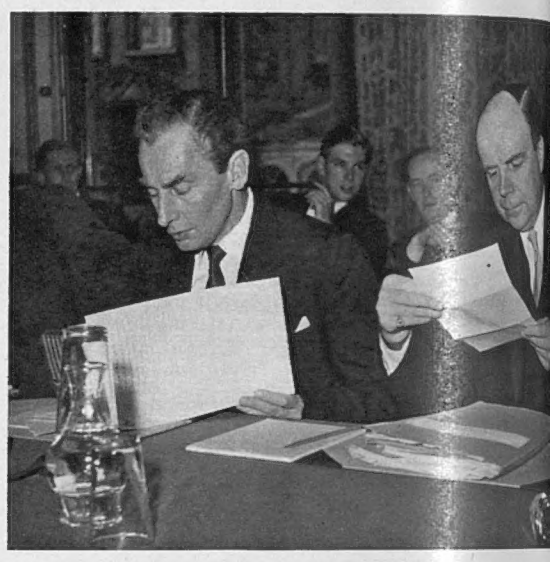
Talks between Britain, the United States and the West Indies opened at Lancaster House in London, in the middle of last week, to decide the future of the American bases in Trinidad. Delegates were received by Mr. Edward Heath, the Lord Privy Seal, on behalf of the Government. Then the chair was taken by Mr. Macleod. The American representatives were headed by Mr. John Hay Whitney, the U.S. Ambassador in London. With him as deputy leader was Mr. Walworth Barbour, the U.S. Minister. The leaders of the West Indian delegation, Sir Grantley Adams, the Federal Prime Minister, and Dr. C. D. G. La Corbiniere, the Deputy Prime Minister of the Federation, had with them a number of representatives from the Constituent Territories, such as Mr. Norman Manley, the Premier of Jamaica. The conference had been summoned to discuss the situation regarding the Chaguaramas Peninsula, in Trinidad. This, with other bases in the West Indies, was leased by Britain to America in 1941 in return for naval and military supplies, including fifty old American destroyers. Three years ago, shortly before the West Indian Federation came into being, a commission reviewing sites for a new Federal capital decided on the Chaguaramas Peninsula. The Americans, however, have hitherto refused to give up their base. The London conference was called, last week, in the hope of finding a solution to the problem

AT LANCASTER HOUSE ARE, FROM LEFT, MR. MANLEY, DR. LA CORBINIERE AND SIR GRANTLEY ADAMS

MR. WHITNEY (LEFT), U.S. AMBASSADOR, AND MR. BARBOUR



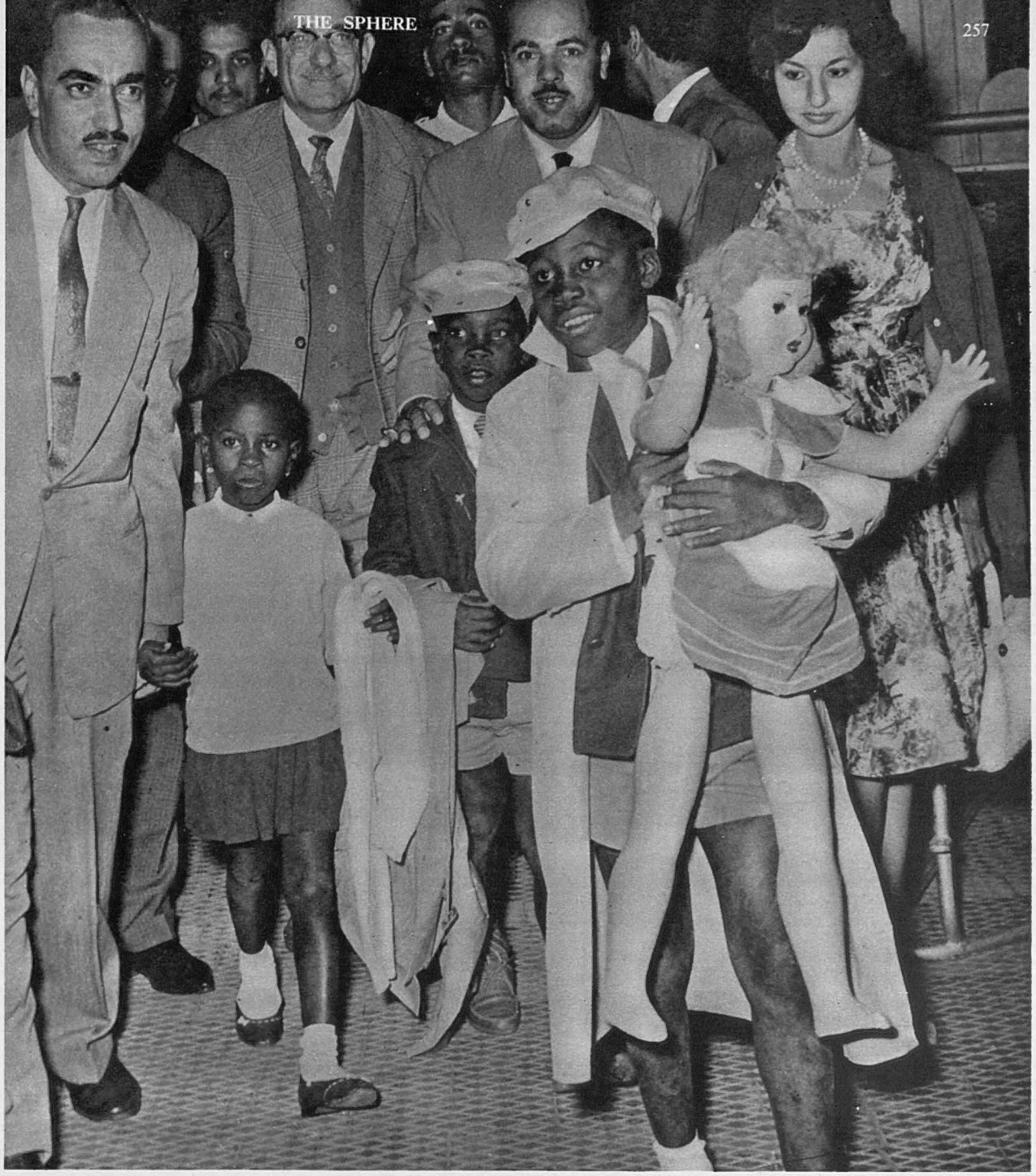
MR. HEATH, LORD PRIVY SEAL, AND MR. MACLEOD

THE FIRST CHURCH AT THE BRITISH BASES IN CYPRUS

The Rt. Rev. Francis Johnston, Vicar of Ewshott, near Farnham, in Surrey, and former Bishop in Egypt, conducts a service at Dhekelia, near Larnaca, in Cyprus, after the laying of the foundation-stone for a new church. In the background is the band of the 1st Battalion, the Black Watch. The foundation-stone was laid by Lieut.-General R. N. Anderson, who is General Officer Commanding in Chief, Middle East Land Forces. The new church, which is due to be completed in October next year, will be the first permanent church to be built in the sovereign base areas in Cyprus. It will cost about £54,000 and will seat 600. Among the people who attended the service at the end of last month was the architect of the church, Mr. Alister MacDonald. He is a son of the first Labour Prime Minister, Mr. J. Ramsay MacDonald, and brother of Mr. Malcolm MacDonald, who recently retired from the post of High Commissioner in India

THE NEWS IN PICTURES

The three children of Mr. Lumumba, the Prime Minister of the Congolese central Government, reached Cairo last week to attend a boarding school there. They were accompanied from Leopoldville by officials of the United Arab Republic Embassy in the Congolese capital, where their father was still being guarded in his villa by United Nations troops. A depressing review of the chaos and confusion in Congo was contained in a report sent to Mr. Hammarskjold by Mr. Dayal, of India, the U.N. Special Representative in Leopoldville. He surveyed the period up to the end of October and wrote of the "great uncertainty and much turbulence" caused by the various rival "governments." Mr. Dayal was especially critical of Colonel Mobutu. The Army leader's intervention constituted a new menace because, far from providing any stability, the Congolese troops became the principal fomenters of lawlessness. The Colonel's special commissioners, mostly inexperienced young students, hampered the U.N. effort. Further, declared Mr. Dayal, numerous Belgians were returning to Congo and influencing Colonel Mobutu. It was believed in Leopoldville that Mr. Hammarskjold would decide in the light of this report when he should recommend that the "conciliation group" of U.N. Afro-Asian members should be sent to Congo. Another U.N. problem was to decide what was to be done with John Roberts, the former British officer, captured by U.N. soldiers in Kasai Province



MR. LUMUMBA'S CHILDREN, FRANCOIS (RIGHT), PATRICE (CENTRE) AND JULIANA, ARRIVE IN CAIRO

Copies of the unexpurgated version of D. H. Lawrence's novel *Lady Chatterley's Lover*, first published in Italy in 1928, were due to be on sale for the first time throughout England and Wales by last Thursday (Nov. 10). Sir Allen Lane, managing director of Penguin Books, stated the first print order of 200,000 copies of the book should be in the hands of booksellers by then. A reprint of over 300,000 had been ordered. Penguin's were acquitted under the 1959 Obscene Publications Act of publishing an obscene article. Prosecution was inevitable after they announced their intention to publish *Lady Chatterley's Lover* as part of the celebrations of the 30th anniversary of Lawrence's death. The case was heard at the Old Bailey, before Mr. Justice Byrne, with Mr. Mervyn Griffith-Jones appearing for the Crown, and Mr. Gerald Gardiner for the defence. A number of expert witnesses were called on behalf of Penguin's. It was a case of great legal importance, since it was the first test of the new Obscene Publications Act. This lays down that books must be judged as a whole, that a person shall not be convicted of publishing an obscene book if it is proved that publication is for the public good, and that expert evidence on the book's literary and other merits is admissible

MRS. BARBARA BARR, STEPDAUGHTER OF D. H. LAWRENCE, IS WITH HER HUSBAND AT THEIR HOME IN LONDON

SIR ALLEN LANE, MANAGING DIRECTOR OF PENGUIN BOOKS LTD., HOLDS A PRESS CONFERENCE AFTER THE TRIAL

THE NEWS IN PICTURES

LONDON–BRIGHTON VETERANS' RALLY

More than 10,000 spectators gathered in Hyde Park last Sunday to watch the start of the sixty-fifth annual London-Brighton run for veteran cars, organised by the R.A.C. This year there was a record entry of 265, none of the vehicles built later than 1905. Twenty-two of these did not start, and another twenty fell by the wayside along the 50-mile route. Drivers who brought their cars to Brighton by 4 p.m. were awarded a commemorative plaque by the R.A.C. A crowd of 50,000 saw an 1898 Stephens, the only one in existence, cross the finishing line on the sea-front first. It was driven by Mr. R. J. Stephens, son of the man who designed the car. Mr. Stephens has used the car since he was sixteen years old, sixty-one years ago. Lord Montagu of Beaulieu, who has a famous collection of veteran cars at his Hampshire home, also qualified for a plaque in a 1903 Mercedes; and world champion racing driver Jack Brabham was another finisher. After arriving at Hyde Park only just in time for the start, he covered half the distance to Brighton before discovering that only three of the four plug-leads were connected. A number of cars were in difficulties during the run. Mr. P. L. Sumner's 1899 Stanley Steamer ran out of steam, and had to be pushed across the finishing line. A transatlantic entry, a 1904 Cadillac driven by Dr. Samuel L. Scher, of New York, developed water-pump trouble, but Dr. Scher pushed it to a garage for repairs, and was able to finish in time

FIRST ARRIVAL—AN 1898 STEPHENS

JACK BRABHAM AT THE WHEEL OF A 1904 SUNBEAM

A 1901 TOLEDO STEAMER ON WESTMINSTER BRIDGE

ON THE WAY TO BRIGHTON—A 1903 WHITE STEAMER

AFRICAN LEADERS IN SOUTHERN RHODESIA

Mr. Joshua Nkomo (above), recently-elected President of the National Democratic Party, announced that he was ending his self-imposed exile. (Sir Edgar Whitehead, the Southern Rhodesian Premier, said that he was now at liberty to return to Rhodesia without risk of arrest.) **Right:** The National Democratic Party hold their first annual congress. Speaking is the last President, Mr. Takawira. It was not certain how far the N.D.P. would support the national front movement launched by Sir Robert Tredgold, who resigned as Federal Chief Justice in protest at the colony's Law and Order Bill

NEWS SUMMARY

Dissension in the U.N. over Congo; the Eastern Summit meeting in Moscow; Britain and Polaris; tribal tension in Kenya; and President de Gaulle on Algeria

INTERNATIONAL

In **New York,** the General Assembly of the United Nations met to consider the continuing crisis in the Congo. The main point to be discussed was the report by Mr. Dayal, Mr. Hammarskjold's representative in Leopoldville. This contains criticisms of Belgian interventions in the Congo. President Kasavubu flew to New York. He asked to speak in the General Assembly on the motion that the representatives of the central government should be seated and accepted as spokesmen of the Congo. It was argued that if this were done immediately it would amount to the restoration of Mr. Lumumba's section of the Government to power. On the other hand, if it were possible to convene the whole Congolese Parliament, including separatist representatives and those in prison or hiding, the result might be the election of President Kasavubu's candidate for the Premiership, Mr. Ileo. (See also page 257.)

At the U.N., representatives of Ethiopia and Liberia said that their Governments had filed suits with the International Court of Justice at **The Hague,** charging the Union of South Africa with violating its duties regarding the mandated territory of South-West Africa. The application requests the court to declare that "the Union has the duty forthwith to cease the practice of apartheid in the territory."

THE SOVIET UNION

At the same time as the American people went to the polls to decide on their President, Russian and Chinese leaders were meeting in **Moscow** for an Eastern Summit. They had gathered for the celebrations of the Russian Revolution on November 7. Despite rumours that he had been deposed, Mr. Khrushchev was at Moscow Airport to welcome the Chinese delegation, led by Liu Shao-chi, chairman of the People's Republic of China. It was the most important Communist summit meeting since Mao Tse-tung's visit to the Russian capital in 1957. Western observers agreed that the conference was called to consider the ideological rift between Mr. Khrushchev and Mao Tse-tung, on the inevitability of war. The Soviet shift of policy from the "inevitability" theory of Lenin was first evident at the twentieth Communist Party Congress in 1956; and Mr. Khrushchev's theories of economic conquest were amplified at the twenty-first Congress in 1959. Despite Russian assertions of unanimity for this policy, the Chinese, led by Mao Tse-tung, had never accepted the premises.

GREAT BRITAIN

Mr. Macmillan, in the Commons, announced that an Anglo-American agreement had been signed giving the U.S. facilities for her Polaris submarines at **Holy Loch,** on the Clyde. Mr. Watkinson, in amplifying the Prime Minister's remarks, made it clear that "our control within territorial waters was absolute." But the U.S. would only consult with the British Government "if possible" should the submarines' missiles have to be fired. Polaris is a solid-fuel nuclear missile designed to be fired from submarines under water. It can be claimed that the vessels and their weapons form the most important and highly-developed of nuclear deterrents. Basic points about the system are as follows:

The U.S. has four nuclear-powered fleet ballistic-missile submarines in commission, six more under construction, and twenty-one more authorised. The *George Washington* fired two rounds of Polaris missiles from a depth of 90 ft. in trials on July 20, and the *Patrick Henry* fired four successfully in October.

All the submarines are fitted with the ship's inertial navigation system (SINS), which gives a true fix of the vessel's position almost automatically.

The Polaris missile is a two-stage vehicle carrying a thermo-nuclear warhead. It has a range of between 1,200 and 1,500 miles.

At present it is claimed that it is almost impossible to prevent a fleet ballistic-missile submarine from firing her missiles.

Mr. Gaitskell defeated his rival, Mr. Harold Wilson, by 166 votes to 81 in being re-elected leader of the Parliamentary Labour Party. The rift in the Labour Party was demonstrated in the Commons last week. Unilateralist Labour M.P.s tried in vain to get the House to debate their amendments on the Government agreement on the Polaris base. At party delegate conferences in **Liverpool** and **Manchester,** Mr. Gaitskell, after his re-election, received rowdy, mixed receptions. At Liverpool the Labour leader was prevented from speaking for about half an hour by shouting unilateralist delegates.

The effect of the Labour Party split may be seen in the six by-elections which will be held on November 16 at Carshalton, Surrey; Petersfield, Hampshire; Ludlow, Shropshire; Tiverton, Devon; Bolton East; and mid-Bedfordshire. All were Conservative seats, and all are being contested by Conservative, Labour and Liberal candidates.

KENYA

At a meeting at **Ngong,** in Masai territory, one Kikuyu was killed and twenty men were injured during fighting between Kikuyu and Masai at an election meeting. This heightened tension at the start of the campaigning for the elections next February, which will give Kenyan Africans a majority in the Legislative Council for the first time. The meeting was held by the Kenya African National Union, and was addressed by Mr. Gichuru, its president. KANU is largely supported by the Kikuyu and its general secretary is Mr. Tom Mboya. The Masai resented the meeting being held in their territory and remarks made by speakers. Fighting then broke out between the two tribes. Afterwards leaders of the KANU claimed that the trouble was instigated by the Kenya African Democratic Union (KADU), which the majority of the Masai support.

There are 60,000 Masai in Kenya. They are faced with extinction, since they refuse to give up their traditional way of life. It is estimated that there are only four Masai per square mile, whereas in some farming areas, Kikuyus live 1,000 to the square mile. The Masai assume that if the KANU comes to power, there will be a redistribution of land and wholesale dispossession.

In Nairobi, Kenya, Mr. Gichuru (centre, in white hat) is welcomed on his return from Britain. On his left is Mr. Mboya

FRANCE

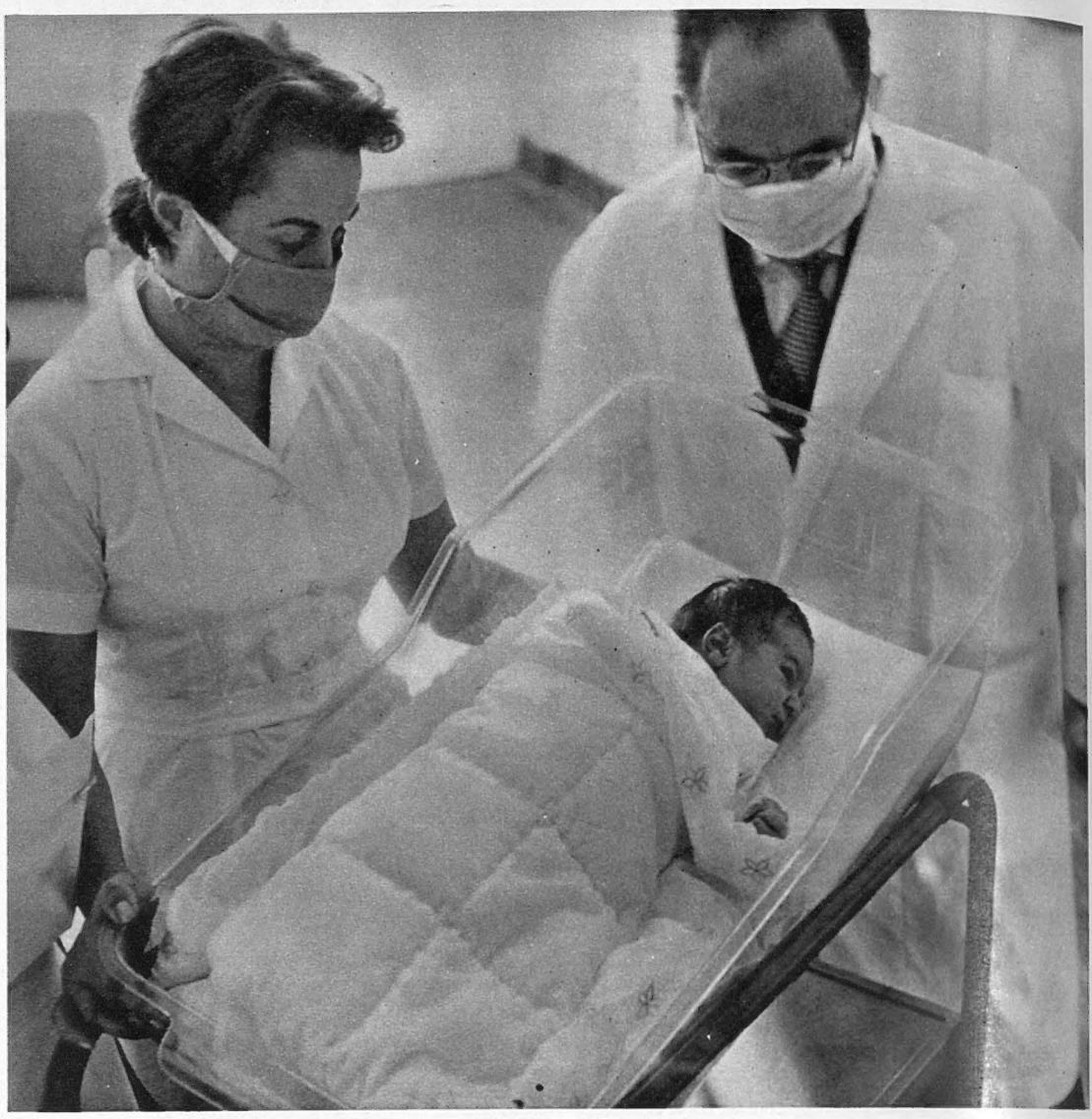
In **Paris,** General de Gaulle, in a 25-minute broadcast, outlined his policy for an Algerian Algeria. It would have its own Government, institutions and laws. Should there be a "hostile rupture," Algeria would be left to face her own future, while France took the necessary measures to safeguard Algerians who wanted to remain French. But if Algeria chose to remain linked with France, assistance would be provided on economic and defence matters. President de Gaulle refused to recognise the F.L.N. leaders of the revolt.

In the second part of his speech, General de Gaulle made it clear that he would, if necessary, go to the country by way of a referendum on his policies. The President mentioned no fresh proposals leading to a resumption of negotiations. Results of the speech were a solidifying of extreme right-wing opinion in France and an open declaration of defiance from Algiers. The "Algérie Française Front" (F.A.F.), which states it has a million members, announced its opposition to an Algerian Algeria by all legal means possible. (See also page 262.)

PERSIA'S PRINCE

Last week Persia celebrated the long-awaited birth of an heir to the Peacock Throne. Queen Farah, who is twenty-two, gave birth to a healthy boy, weighing 8 lb. 11 ozs., in a maternity hospital in south Teheran. The Shah; Princess Shams, the Shah's eldest sister; and Mrs. Dibah, Queen Farah's mother, were waiting at the hospital. Dr. Jai Inshah Saleh, Persia's Minister of Health, was in charge of arrangements for the birth. Crowds, estimated at many thousands, stood outside the hospital. When the Shah tried to leave, his car was mobbed and he was held up for 20 minutes. He later announced he was setting up a temporary home and office in the hospital until it was possible for Queen Farah to return to the Palace. The Persian Air Force dropped millions of flower petals over the hospital, roses from the gardens of Sheraz and chrysanthemums from Darband.

The baby Prince has been named Reza. This is the name of the Shah's father, founder of the Pahlevi Royal Dynasty, when he was elected to the Throne in December, 1925. He abdicated in favour of his son in 1941. The birth of an heir to the present Shah ensures a secure dynasty. It was a matter of profound regret to him that his two previous marriages had brought no male heir. He married Queen Farah, who was an architectural student, last December. The wild enthusiasm of the crowds in Teheran was partly a tribute to the personal popularity of the Shah and his young Queen, and also partly a sign of the importance of a secure succession in Persia.



The heir to the throne of Persia, Prince Reza

Police guard the hospital in Teheran

Left: Ceremonial incense is burnt outside the hospital. **Above:** Jubilant crowds throng the streets of Teheran

Members of the hospital staff with the baby

The Shah of Persia leaves the hospital after the announcement of the birth

An official spokesman gives the news of the Royal birth to cheering people in the Persian capital

JOHN CONNELL

THE DILEMMA IN FRANCE

The atmosphere in metropolitan France has become more and more uneasy in recent weeks; and the troubled feeling is all the more disagreeable because it underlies—or it has hitherto underlain—a superficial placidity. Yet that placidity has been streaked with ugly signs, which are both symptoms and warnings: a political murder in the heart of Paris, General Salan's rather curious antics, student and trades union demonstrations.

There are those in Britain who take a perverse pleasure in any misfortune that befalls France, who magnify France's difficulties and weaknesses and seek always to discount her strength and her resources. This seems to me a shabby and malevolent attitude towards an ally with whom our ties—whether in recollection of past tribulations and glories, or in awareness of present needs—are the closest in the world; and I react against it with some indignation. However, it is more than usually prevalent now (and not only on the Left, where General de Gaulle, his beliefs and his policies have been anathema from the outset), and it is combined with a priggish and exasperating complacency.

For the root of France's troubles lies in Algeria; and large numbers of my fellow-countrymen, who interest themselves in the passing of colonialism, appear to find it impossible to resist the temptation to be smug at France's expense, and to point out how much better we have managed, and are still managing, the complicated processes of the transfer of power. Remembering India and Palestine in the 1940's and Cyprus in the 1950's, and meditating in perplexity and grief on what is likely to happen in East and Central Africa in the 1960's, I feel that this smugness is singularly maladroit and ill-founded.

Accused in the Algiers Insurrection trial in Paris—M. de Sérigny (left), editor of the newspaper *L'Echo d'Alger*, with his lawyer; and M. Sapin-Lignières (right), a bank manager and commander of the Algiers Home Guard

Tuesday of last week marked the sixth anniversary of the beginning of the Algerian war. For six years this odious conflict has drained away France's blood, wealth and honour, and no solution but defeat is in sight. It has broken the Fourth Republic and brought de Gaulle back from self-imposed exile in the countryside, on an almost messianic mission as the saviour of his country. It has been the cause of divisions amongst Frenchmen as bitter and as unforgiving as those which arose out of the Second World War. It has been a perpetual demonstration of the strange duality of the French character—its nobility, courage and wisdom on one side, its meanness, cruelty and stubbornness on the other. And all to what end? Is there another major crisis looming?

Throughout the whole of last week the portents were all sombre. Their outcome Frenchmen awaited, for the most part, with tight-lipped anxiety. On the last Thursday in October there was a big " Peace in Algeria " demonstration in Paris. The demonstrators were disunited among themselves and stupendously inefficient, but the police handled them with unnecessary and somewhat shocking brutality. Exactly a week later the trial was due to open, in the capital, of Pierre Lagaillarde and other leaders of last January's abortive European revolution in Algiers. And on the same day M. Soustelle and the partisans of Algérie Française had arranged to hold a rally at Vincennes, as part of their campaign against President de Gaulle's ideas.

The President in his broadcast on November 4 made these ideas transparently clear. He revealed himself as still determined on the concept of an " Algerian Algeria." He showed, by implication rather than directly, that the contrary concept of " Algérie Française " was a desperate illusion. He was no longer inscrutable, aloof from the main streams of argument; what he showed was that he believes that, in time, there is only one solution—his solution—to the whole, bleak dilemma of Algeria. After his speech could be seen the obvious importance of the formal denial, issued by the official at the Elysée, that the President had told a recent visitor of his determined adherence to a policy leading to total independence for Algeria. The timing of this denial and the terms in which it was phrased can be seen as the inevitable prelude to those parts of his speech in which he declared himself in favour of independence for Algeria and, if necessary, a referendum in support of that policy.

His utterances on tour were moving. A big crowd of Savoyards cheered him when he proclaimed: " I am in a certain measure the symbol and guarantor of national unity. This is the service which I can perform for the days which remain to me, but which are reckoned." Through good years and through bad years the symbolical quality of de Gaulle's relationship to France and her people has been of unique importance. But de Gaulle's claim to an historical status equal at least to Churchill's (if not, in some aspects, higher) has been that he is just as much a statesman as he is a symbol. More than spiritual miracles are expected of him; he has to be politically more skilful than the politicians he has ousted, and he has to give to the administrators and soldiers of France the leadership which they were denied under both the Third and Fourth Republics. He has to exalt France's heart; he must also solve her gravest political problems and keep her economy strong and well-balanced. His faith in his own ability, by God's providence, to perform this double function has hitherto been absolute.

But will Algeria prove it, in the end, to be unfounded, and break de Gaulle as it has broken many smaller, but far from ignoble, men? There is no doubt that the conflict is entering a new and more serious phase. As a consequence of the bleak experience of many imperial withdrawals over many years, I have learned to become especially canny when the military authorities confidently announce that they have at last established the upper hand over the rebels and terrorists. They were saying just this in Algiers last week.

At precisely the same time, however, Ferhat Abbas, the leader of the insurgents, was able to announce (in an interview with a Communist newspaper in Rome) that F.L.N. is about to receive " multiform help " from the Soviet Union and Communist China. It is obvious that Pekin has taken the lead in exploiting this particular area of Western difficulty and danger, and has at last succeeded in bringing a hitherto reluctant Moscow along on the same enterprise. Ferhat Abbas himself laid stress on the value of Chinese aid: " We prefer," he said, " to defend ourselves with Chinese arms than to allow ourselves to be killed by the arms of the West."

This was the prelude to a fervid denunciation of French colonialism and the reiterated declaration of F.L.N.'s will to fight on to the end (certainly with Communist arms and backing that will to fight can be sustained for many more weary months—perhaps years—ahead). The gulf between France and the Algerian nationalists is now deeper than it has ever been. Is the French failure absolute? Is France's ultimate withdrawal from Algeria as foredoomed as was Britain's from Southern Ireland, from India or from Cyprus? Can the *colons* never come to terms with the Muslim population by whom they are surrounded and outnumbered? If in the end the French will have to give up, why not now? Many, with the Irish analogy in mind, will recall the sudden, almost breathtakingly dramatic end to the long bitter struggle, which seemed to be draining Britain's strength and staining Britain's honour.

Can de Gaulle, whose authority and prestige are infinitely greater in France and in the world outside than were those of the Lloyd George Coalition in 1921, effect the same kind of near-miracle? It is for this that France is waiting. If, in the words of *The Times* correspondent in Paris, he " can provide new hope that peace is within sight," all the *malaise* that now afflicts his country will vanish almost overnight. He said, nine months ago: " The future of the French people is blocked so long as the Algerian problem remains unsolved." No more penetrating or truthful analysis of the French dilemma has yet been offered.

It is the fate of great nations to have to confront a dilemma of this kind in a strange and chilling isolation. Or such, at any rate, has been the British experience; none of our allies was much help when we were confronted with the grim realities of Ireland, or India or Palestine. One of our allies, the United States, was always markedly hostile. But we were fortunate at least in not having to deal with Communist involvement; or were we unfortunate? Now France's allies ought to recognise the nature of the new challenge before it is too late. The Communists who support Algerian nationalism are *our* enemies, just as they are America's enemies. And the French, whatever their failings and shortcomings, are our friends. If we grasp this elementary distinction, we may be some way on the road towards giving France the understanding and the help she so greatly needs and deserves.

Princess Alexandra arrives at London Airport on her return from a private visit of a few days to Paris. Shortly afterwards she left the airport in another aircraft bound for Belfast to stay with the Duke and Duchess of Abercorn at Baronscourt, County Tyrone. In the last few months Princess Alexandra has been increasingly in the public eye, culminating in her visit to Nigeria as the Queen's special representative for the independence celebrations. She returned to Britain in time for the State visit of the King and Queen of Nepal. After her stay in Ireland, Princess Alexandra was due to go to the Isle of Man to open an extension to Noble's Hospital, Douglas, and to fill various engagements in Manchester on the following day, before returning to London to attend the Remembrance Sunday service at the Cenotaph in Whitehall, to-morrow, November 13

TRAVELLING PRINCESS

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

FISHERS OF MEN. Dr. Fisher is to visit the Pope, after his visit to Istanbul as guest of the Patriarch of the Orthodox Church. He will be the first Archbishop of Canterbury to visit a Pope since before the Reformation. It is said that the news will have a mixed reception in Anglican and Roman Catholic circles. The journalist who seeks a quiet life, avoids religious topics, and I will only record my humble view that the news is good news. Pope John is a liberal-minded and a shrewd man and sees the world as it is to-day coolly and clearly and I don't think he would regard Dr. Fisher as a "heretic," nor would most Anglicans or Free Church leaders regard Pope John with suspicion. The world to-day is surely divided sharply into men and women who subscribe to, or practise, religion and those who deny any form of it, and I don't know how equal is the division. It seems, therefore, desirable that the former, through their leaders, should lose no time in rallying what they believe to be the forces of good to withstand the attacks of the forces of evil. While, no doubt, no decisions and no actions are likely to result from this meeting, it would be no bad thing if it established the principle that the Christian churches, at least, realised to-day that in the face of a great danger, Christianity is no longer divided into sects, engaged in bitter controversy, but is forced towards a common defence of law and order, morality, discipline and decency, if our civilisation is to survive. To those common and essential needs of civilised existence, the Christian churches have in the past contributed more than they do to-day and it is high time that they cut the cackle and got down to brass tacks. All who uphold religion should unite to become once more fishers of men. Fissures should disappear.

ACTION FOR SLANDER. It is common enough when a man is publicly criticised beyond what he regards as fair comment on his actions, speeches or writings to threaten an action for slander or libel. It usually takes two very forceful, exuberant men to translate such threats into a court trial. For, as most of us know, cross-examination in the box is designed (and usually successfully) to make the victim appear a little smaller than he thinks himself and perhaps than the world thought him, and if possible to compel him under the goad to make rash admissions or assertions and give himself away. He may learn for the first time that the world thinks him very pompous or very truculent. In short, most of us are prudent enough to sacrifice a little face if by so doing we can avoid a grilling in the witness box, and usually one's solicitors feel it right to warn us that only a Galahad emerges from the box with panache unspotted. They may be pretty sure, too, that if their warning is disregarded, their own steps to bring the case to court may be sharply criticised by their own client. On the other hand (and on the credit side), a fashionable slander or libel action provides an excellent advertisement not only for the lawyers and solicitors involved but often for the parties, who as authors, publicists or public men know the merits of keeping in the picture and keeping their names familiar in our ears as household words. When at last a hard-working jury has non-suited a complainant or awarded him exemplary or derisive damages, there remains the "little bill to pay"; and then the party who loses, and sometimes the winner, wonders whether the game was worth the candle, except to the lawyers. Jacky Fisher's "Never explain, never apologise" had a noble ring about it. But noble rings cost money. Mr. Punch's advice to those about to marry is usually appropriate to those risking cross-examination: *don't*. But, coming from the general to the particular, I confess, as an amateur lawyer, that the verdict in Churchill v. Nabarro surprised me very much. But only a still higher court has the ability and the right to express surprise at a High Court verdict. As a book reviewer, I resolve still more carefully to mind my P's and Q's in criticism.

Captain John Smith, seventeenth-century colonist and Governor of Virginia, surveys some of the guests. The statue was unveiled by the Queen Mother, and stands near the Church of St. Mary-le-Bow, in Cheapside, London

CRIMINAL RESPONSIBILITY. There is good as well as contentious advice in almost every Commission or committee report by carefully selected members. And the Ingleby Committee, which, after very long gestation, has produced 125 eggs, has much that is sensible and much that is idealistic rather than at present practicable to recommend. The raising of the age of "criminal responsibility" from eight to twelve and soon to fourteen is one of the eggs which many will call a bad egg. It certainly seems odd that at a time when it is claimed that children mature much earlier than formerly, and "know good and evil" in the schoolroom, at a time when it is proved that children between eight and twelve are capable of committing lethal and adult crimes, at a time when national education claims that it is bringing children faster to maturity, mental no less than physical, that these grave seigneurs should propose that no child in this age group should be liable to criminal prosecution in a court of law. It is indeed the age group which holds the record for the increase in juvenile crime since 1954 and many "records" for the monstrosity of the crimes which such children are prepared to commit and to repeat, and, when caught, lightheartedly to catalogue. It is not to be wondered at, if many magistrates, probation officers and all types of men and women most closely associated with this age group's increasing delinquents rub their eyes to read that not one of them was, or can, be justly described as a delinquent or as capable of criminal responsibility, but one and all merely in need of care and attention. As indeed, they are. And in most cases their parents are criminally responsible for their "unsocial" conduct. The report, of course, will quickly bear fruit in ways that all can approve. More places in more up-to-date approved schools, many more remand homes and better-paid and tested staffs. The lack of these has been the chief headache of the magistrates who would never send a teenager to prison, if they could find a place for him anywhere else in the country—whatever his record.

GAMEKEEPER. Some time ago, a correspondent in one of the London newspapers quoted a review of *Lady Chatterley's Lover* which appeared in the American *Field and Stream*. It is worth re-quoting:

Although written many years ago, this fictional account of the day-by-day life of an English gamekeeper is still of considerable interest to the outdoor-minded reader, as it contains many passages on pheasant-raising, the apprehending of

At the première of *Man in the Moon* at the Odeon, Leicester Square, in aid of King George's Jubilee Trust, the Queen receives a curtsey from Shirley Anne Field. The star of the film, Kenneth More, looks on

poachers, ways to control vermin, and other duties of the professional gamekeeper. Unfortunately, one is obliged to wade through many pages of extraneous material in order to savour these sidelights on the management of a Midlands shooting-estate, and in this reviewer's opinion this book cannot take the place of J. R. Milner's *Practical Gamekeeper*.

It seems to me a model review and an admirable treatment of a contentious book!

WHAT BIRD FOR BRITAIN? Why not the parrot? As a race we are prone these days to repeat *ad nauseam* phrases coined by statesmen (" The many and the few," " Never had it so good," " The wind of change," as examples); to repeat without conscious thought anything we hear to the detriment of others or of our country, scandals, rumours and hearsay; to repeat endlessly " pretty polly," " pretty polly," when there is little to suggest that we *are* pretty; and, above all, to specialise (as Silver's parrot did) in stridently reiterating " pieces of eight." If the judges won't accept the parrot, then obviously the grouse is our bird. We are masters of grousing—we grouse about taxation, strikes, traffic jams, the weather, bureaucracy and what not. And, good heavens, haven't we some excuse for claiming the grouse as our national bird? The South of England would be justified in claiming the *duck*. In my county (average annual rainfall 32 ins.) I registered 11·60 ins. in October, 26·60 since July 1 and 43·37 so far this year!

NEW FOREST PROBLEMS. The New Forest is administered by many organisations and interests, besides the Forestry Commission; and one or two of them go back to 1066 and all that. All of them help to keep this unique nature reserve as near as may be unsuburbanised. It is true that the Forestry Commission has found it economically necessary to change the Forest's face with a preponderance of conifers, but they do not neglect replacement of its ancient hardwoods, and all their plantations are superbly managed and even encourage surviving wild life. It is a pity that the Forest authorities get less than reasonable co-operation from the public who benefit so much from this large surviving Reserve. Two of the problems ever present in spring and summer months are fire dangers, caused by careless trippers certainly (but the local railways should be mentioned also), and by litter. To the day-trippers who throng in to the Forest from the nearby cities, litter is no " problem." They snow the ground with their uneaten luncheon-remains, cartons, Sunday papers and empty bottles. Why not? They don't *live* on Burley or Lyndhurst lawns. They like to go home tidy and empty. Organised scout- and boys'-camps are usually disciplined and tidy, but the local schoolchildren, who suck sweets all day long, are among the worst offenders with their abandoned " clean-food " wrappings, and naturally every cigarette carton is thrown on the ground. The Litter Act has now been in force for two years and the National Trust has made little use of it and is by no means certain that litter-bins make for tidiness. If it be true that the Forestry Commission in the Forest demand an easement fee from any local authority which offers to erect and clear them, perhaps the Commission feels the same doubt. I doubt whether trippers will ever acquire a sense of guilt until local wardens and the local policemen regularly patrol the worst affected areas at week-ends and issue summonses on flagrant offenders. And, after that, some of our J.P.s must shed the idea that litter summonses are " busybody " interference with " freedom." At the moment, we are the least civilised nation in " civilisation." Just now, perhaps, the slaughter on the roads of Forest ponies and other animals is the most urgent problem in the Verderers' Court. The casualty figures have again increased and are horrible to read. An appeal for a 40 m.p.h. speed limit on the Cadnam-Ringwood road is unlikely to be received sympathetically, since it is an artery road, narrow as it is. Fencing for long stretches is impossible.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

" Christmas Presents for Executives " is the subject of a special section in " The Sphere " of 19th November. It will offer some useful solutions to the annual problem which we shall be facing very soon.

Elizabeth Taylor (Gloria), out with Laurence Harvey (Weston), meets a former admirer (right)

Gloria with her mother, played by Mildred Dunnock

Weston finds the money he left for Gloria

Dina Merrill as Weston's wife

ENTERTAINMENT

BUTTERFIELD 8

Its première will be on November 17 at the Warner Theatre, Leicester Square

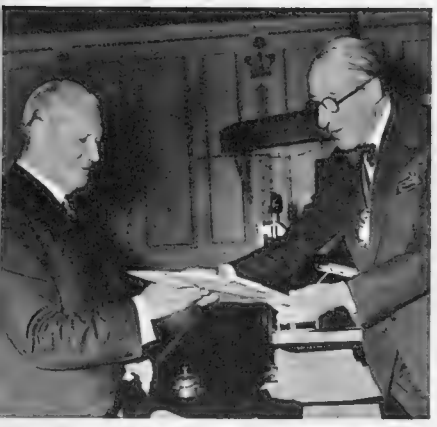
In December 1930, the New York Telephone Company changed the nomenclature of the central exchanges in New York to include a distinguishing numeral. One of these became BUtterfield 8 and is the exchange of the heroine of John O'Hara's second novel published in 1935. Set in the era of Prohibition and speakeasies, it tells of the hectic, desperate, short life of Gloria Wandrous. The story has been made into a film by M-G-M, photographed in CinemaScope and colour in New York and directed by Daniel Mann from a screen-play by Charles Schnee. There is a certain amount of adaptation: the setting has been changed to the present day. At the head of the cast are Elizabeth Taylor as Gloria; Laurence Harvey as Weston, a wealthy married man who falls in love with her; and Eddie Fisher, the popular singer who is Elizabeth Taylor's husband. He plays the part of Steve, a young composer, to whom Gloria brings all her problems. The opening scene sets the tone of her wayward humour. Gloria wakes up one morning in Weston's apartment, is annoyed that he has left her money, and writes "no sale" on a mirror. She leaves in the mink coat of Weston's wife, and (in the book) not much else.

On a visit to his home town near New York, Weston shows Gloria his yacht. The scene was shot at Stony Point, near New York

Eddie Fisher (Steve), Susan Cooper (his girl friend), and Elizabeth Taylor

A snowy scene in Weston's home town

THE VOICE OF THE COMMON



Mr. O. P. Milne, Chairman of the Council of the Royal Society of Arts, presents Commonwealth awards to Mr. Drew, Canadian High Commissioner, and Tunku Ya'akob, Malayan High Commissioner, at the R.S.A.'s headquarters in London

GREAT BRITAIN

It was almost a year ago that Princess Margaret inaugurated in Liverpool the first of the Commonwealth Weeks. Since then similar weeks have been held in other cities of Britain. Next Tuesday (November 15) sees the start of the turn of the City of London, whose Commonwealth Weeks will run until December 6. The Lord Mayor will open the Weeks at a ceremony in Mansion House. Among those present will be the Commonwealth High Commissioners, the Secretaries of State for the Commonwealth and the Colonies and other members of the Government. Afterwards they will accompany the Lord Mayor to the Royal Exchange, where he will open the Commonwealth Exhibition. This is one of the chief features of the Weeks.

The purpose of the exhibition is to give an account of progress and development in the Commonwealth as a whole, and illustrate how Commonwealth co-operation and consultation work; how Britain discharges her responsibilities within the Commonwealth; and how Commonwealth membership affects the daily life of everyone in this country. The exhibition also provides a general impression of the Commonwealth countries and their dependencies—their size, peoples, economic development, resources, influence and achievement—and the spirit and purpose which animates the whole. It will be open for the duration of the Weeks, excluding Sundays. There will also be Commonwealth film shows at the Royal Exchange during this period.

Other exhibitions in the City of London include: " Port of London and the Commonwealth " (Nov. 22 to Dec. 6) at the Port of London Authority headquarters in Trinity Square; " Railways and the Commonwealth " (Nov. 15 to Dec. 6) at Liverpool Street Station; " Commonwealth Stamps " (Nov. 15 to Dec. 6) at the General Post Office in King Edward Street. New Zealand is making two contributions. The frigate H.M.N.Z.S. *Otago*, anchored in the Pool of London, will be open to the public on Nov. 12 and 13 between 2 and 5 p.m. An exhibition of paintings by the New Zealand artist Douglas MacDiarmid will be on view in the main banking hall of the Midland Bank Head Office in Poultry from Nov. 16 to Dec. 6. Songs and dances from the Commonwealth will be presented at the Mermaid Theatre, Puddle Dock, on Nov. 15 and 17, at 2.30 p.m.

The first winner of the Royal Society of Arts newly-created Commonwealth Film Award is Malaya. The award is given for documentary films on specific themes. This year they were public health and food production and eleven Commonwealth countries submitted entries. The winning film was " Master Farmer Kum-Yeng." H.E. Tunku Ya'akob, Y.T.M., the High Commissioner for Malaya, received the award on behalf of the Malayan Government at a ceremony last week at the headquarters of the Royal Society of Arts in London. At the same time, Mr. G. A. Drew, the High Commissioner for Canada, received the R. B. Bennett Commonwealth Prize on behalf of Dr. E. W. R. Steacie, President of the National Research Council of Canada. This prize, given every three years, was founded by the former Canadian Prime Minister, the late Viscount Bennett, who was President of the R.S.A. It is awarded for the most outstanding contribution to the promotion of the arts, agriculture, industries and commerce in the Commonwealth overseas.

CANADA

The Food and Agricultural Organisation is now taking action on a resolution introduced by Canada in the Second Committee (Economic and Financial) of the United Nations General Assembly in New York at the end of last month. The resolution proposed the formation of a World Food Bank. Among its other sponsors was Pakistan.

Introducing the resolution, Mr. W. B. Nesbitt, the Canadian delegate, recalled that Mr. Diefenbaker, the Canadian Prime Minister, had put forward such a proposal in his speech to the U.N. General Assembly in September. Canada, Mr. Nesbitt declared, has repeatedly urged that international action be taken to provide food which is in surplus in some parts of the world to needy and hungry people in other lands. One of the great anomalies of our times is that abundance and need go hand in hand. Canada therefore suggested the establishment of a United Nations Food Bank to arrange for the mobilising and distribution of available surplus foodstuffs to areas in greatest need. Such an organisation should be supported by all U.N. members on an equitable financial basis.

The resolution was unanimously approved by the General Assembly a few days later, and transmitted to the F.A.O. for implementation.

AUSTRALIA

If Australia is to maintain her present rate of development, the volume of exports must be greatly increased. Economists calculate that if sufficient export income is to be earned to continue to finance development on the current scale, Australia will have to be exporting in five years' time about 25 per cent. more goods than at present. Exports are now valued at close on £A1,000,000,000 a year: the target five years hence is therefore £A1,250,000,000.

The fact that about 80 per cent. of export income to-day comes from primary production makes the task doubly difficult: it would not be possible to bring about a rapid increase of Australia's primary production, even if the corresponding expansion of overseas markets to absorb the increase could be achieved. In fact, Britain, traditional market for Australia's wool, wheat, fruit and other primary produce, has of late years been taking a diminishing proportion of the total. The emphasis must therefore be, very decidedly, on a great expansion of manufactured goods. Many Trade Department and other Government officials have joined with Members of Parliament, prominent economists and others with their fingers on the pulse of the Australian economy, in exhorting industrialists to greater and ever greater export efforts.

Trade missions from Australia have over the past two or three years visited many African and Asian countries, India and Pakistan, North and South America. Already their efforts have had excellent results, and no doubt the contacts established will be diligently maintained whilst others are being developed. Australia is to-day exporting classes of goods which a few years ago she was herself importing: for example, motor vehicles, refined petroleum products, plastics, iron and steel, heavy equipment of various kinds and a wide range of other manufactured goods and commodities.

Australian manufacturers are not worried about the quality of their products, which in general is excellent; they are worried, in view of

Mr. Basnayake, the Chief Justice of Ceylon, and his wife arrive at London Airport for a fortnight's visit to Britain. Mr. Basnayake was to meet the Lord Chief Justice and other legal luminaries

Right: Simpson and Pullar (right) run a single for the Commonwealth team touring Africa, in their match at Nairobi against the E. A. President's XI

WEALTH

Commonwealth Weeks in London; a plan for a World Food Bank; Australia's drive to increase exports; Malaya's part in international affairs

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

some reappearance of marked inflationary tendencies, about keeping costs of manufacture down to competitive levels. This, despite the high degree of efficiency which the key Australian industries—and the majority of the smaller ones also—have attained, is the greatest single problem: especially so as Japan and Communist China become increasingly competitive in the face of Australia's export ambitions.

MALAYA

The following is the text of the broadcast by the Deputy Prime Minister of the Federation of Malaya, Tun Abdul Razak, on the United Nations Day over Radio Malaya:

"United Nations Day is a day which has been celebrated during the past fifteen years by people throughout the world in honour of the occasion when the United Nations was founded in San Francisco, and is a day which will continue to be observed as long as there are men of peace and goodwill on this earth. The Federation of Malaya had the honour of becoming a member of this great world organisation soon after it achieved Merdeka in August 1957, and this is the fourth United Nations Day we will be celebrating as an independent nation. On this day let us in this country reaffirm our unwavering faith and hope in the United Nations and the ideals for which it stands.

"Since joining the United Nations Organisation we in Malaya, in concert with other smaller nations, have striven to play our fullest part possible to ensure that the work of the United Nations is a continuing success. Less than a month ago, on 4th October, we bade farewell and godspeed to the Malayan Special Force, which left our shores for duty with the United Nations Command in the Congo. We are proud that our offer of help, small though it may be, in the task of maintaining world peace and order, has been accepted by the United Nations, and this is the first time our troops will be serving away from home under the flag of the United Nations in the cause of peace. Now as I speak our troops are still on the high seas, nearing their destination.

"You will have read in the newspapers or heard over the radio that our Prime Minister, Tunku Abdul Rahman Putra, who is now visiting Canada, has offered to mediate in the West Irian dispute between Indonesia and Holland. He is reported to have said that he would place his proposals before the United Nations Secretary-General, Mr. Dag Hammarskjold, and that a solution of the problem would be sought within the framework of the United Nations. I know the people of Malaya—as, indeed, peace-loving men and women all over the world—will join me in praying that the Tunku's efforts for peace will meet with the success they deserve.

"Malaya is proud to participate in the world-wide celebrations of United Nations Day, alongside with other countries, large and small alike. We take this opportunity of reiterating in clear, unequivocal terms our great faith and confidence in the United Nations, particularly at a time when powerful and unscrupulous forces are trying to hinder and destroy the work of the United Nations and the world organisation itself. We admire the way in which the present Secretary-General, Mr. Dag Hammarskjold, in the recent General Assembly stood firmly in defence of the principles of the United Nations in the face of strong attempts to undermine such principles. We feel that now is the time for all nations who desire peace and realise the utter futility of war to speak out, and speak out clearly, in support of the United Nations and everything for which it stands."

Chief F. O. Aowosika (centre) leader of a party of Western Nigerian building experts on a visit to Britain, Chief M. F. Agidee (right) and Mr. Ojewere, of the Western Nigerian Office in London, examine a nearly finished bungalow near Watford

The O'Keefe Centre for the Performing Arts has just been completed in Toronto. Financed by the O'Keefe Brewery Company, it is being run on a non-profit making basis. Costing 12,000,000 dollars (£4,400,000) the theatre was built by Anglin-Norcross Corporation, Canadian associates of Holland and Hannen and Cubitts of London. The auditorium can seat 3,200

STORY OF A WILD, YOUNG ELEPHANT

By **ALAN C. JENKINS**

One of the camp elephants of the Kurubas in India

The capture of wild elephants inevitably brings to mind the keddah (stockade), thanks largely to the influence of Kipling's Toomai. But though the keddah has been carried out on occasions during recent years, it is a costly and laborious process, entailing weeks of work and hundreds of men, as a whole herd of elephants is gradually driven together until it can be rounded up and confined in a central stockade.

In contrast, the simple pit-trap method of capturing elephants is still regularly practised, notably in the once-independent state of Coorg, now an adjunct of Mysore. Built in some cases many years ago, these pits require little maintenance and, though they do not keep pace with the demand for elephants in India's expanding forestry programme, they are an important source. Nearly all trained elephants come originally from the wild, for the species does not breed readily in captivity. Unfortunately, the rising tide of India's population and the consequent clearing of the jungle for agriculture, makes the elephant's position increasingly doubtful.

Having struggled as far as possible by car, we were guided by a diminutive, curly-headed Kuruba, one of the tribesmen who specialise in capturing and training elephants. Real jungle-folk, who would as soon sleep in a shelter hacked out from the centre of a many-stemmed bamboo, the Kurubas, one of the vanishing tribes of India, are also renowned for their skill at gathering wild honey, smearing their bodies with ash as a protection against the bees. Their jungle-craft is best exemplified by the astonishingly skilful way in which they cover the pit-traps. Disguised with twigs and leaves and vines, it is impossible for anyone but the Kurubas to identify the traps, which have been dug on various well-trodden elephant roads running through the jungle.

In the first pit-trap we visited, a young cow elephant of about twelve years had been caught, a good age for training. Also she was less liable to damage when she fell into the trap. While a squad of Kurubas hacked away at the surrounding vegetation for a reason not at first obvious, three gigantic camp elephants stood by, taking their fill of the succulent bamboo fronds in which they were half hidden. In the trap the young cow raged and trumpeted out of all proportion to her size and though I have heard wolves howling in the Arctic the war-cry of the elephant seems to me a far more nerve-racking sound.

Perhaps 12 or 14 ft. square, the trap was only about 9 ft. deep and its comparative shallowness was explained by the fact that an elephant cannot jump nor can it stride more than 6 ft. At one end of the pit a Kuruba stood, busily teasing the elephant with a branch and skipping nimbly out of range of the resentful trunk. This was to distract the elephant while other men got the ropes round her head and one hind leg. Small though she was, her indignation was impressive.

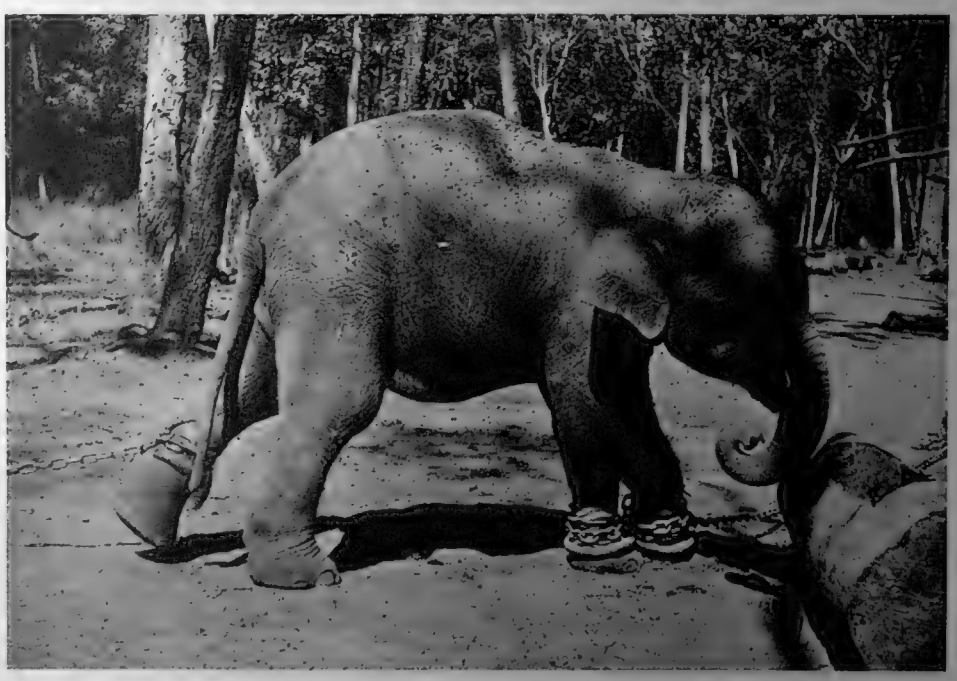
Once the ropes were on the elephant, the other ends were attached to the harness of the camp elephants which had by now been quietly brought nearer by their mahouts. Despite possible appearances, they were not going to haul the captive bodily out of her pit. The Kurubas had a simple but effective method of getting their captive to the surface. They proceeded to pile in enormous quantities of branches and undergrowth, which the little cow obligingly trampled flat in her fury. Slowly but surely this jungle-lift got into motion and the elephant was gradually, inch by inch, brought to the surface. It took considerable time and material.

As soon as she stepped out she stopped trumpeting, but tucked her trunk into her mouth and put her ears forward, a sure sign that she was going to charge. However, it was a simple matter of arithmetic that one ton or thereabouts could not argue with a total of perhaps 12 tons. Whichever way she tried to charge she was brought up abruptly and given a hearty biff in the rear if she sulked.

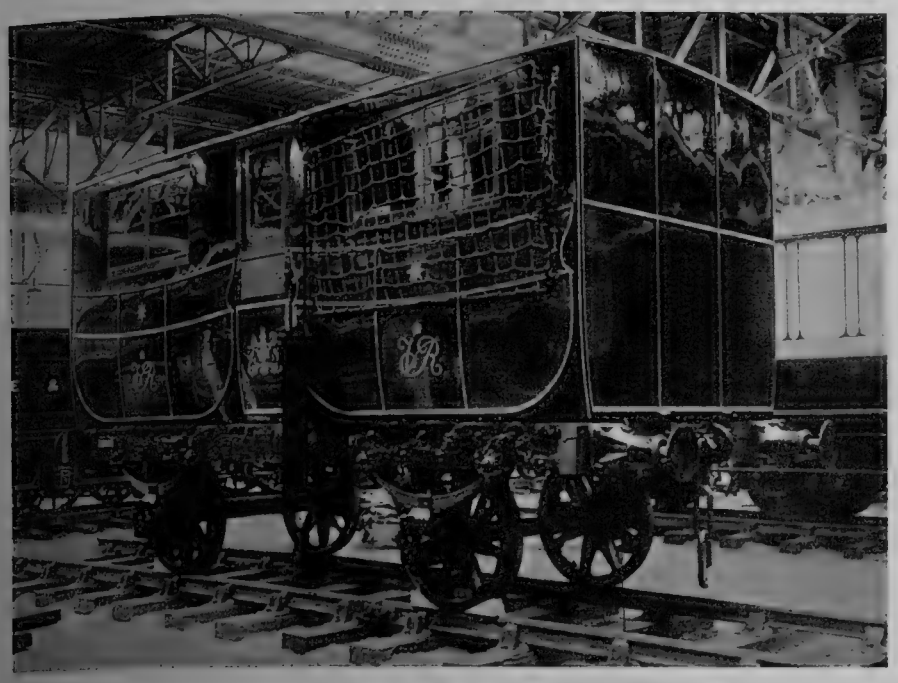
Much later that day I visited this young captive as she fumed in the confines of a huge teakwood cage. She greeted me with a well-directed blast of wet dust. A Kuruba boy who tried to placate her with a ball of rice and jaggary was rewarded for his pains with a lump of dung which the elephant picked up and flung at him. However, a fortnight later I again visited the camp and saw the little cow taken for her first training lesson. She had meanwhile been released from the ignominy of the cage and was tethered between two tree-stumps.

Roped between two of the same elephants who had frog-marched her through the jungle, she was taken down to the nearby river, where, surrounded by a gang of Kurubas, she was taught to obey her first commands. It was a simple business, merely a matter of teaching her to sit and to stand at order, but it was a vital lesson. From the moment she reluctantly submitted to the will of the men, life changed for her and would never again be the same, though she would not start serious work until she was twenty.

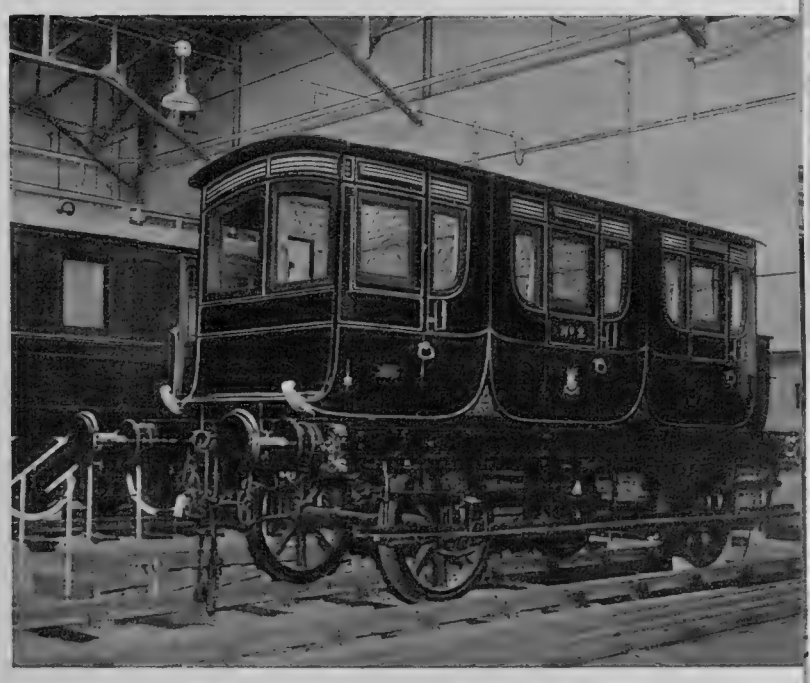
Two things impressed me about this initial lesson. One was the unfeigned enthusiasm and—I use the word advisedly—" brotherliness " the Kurubas showed when the little cow started to get the drift of what they wanted. The other was that, a few days after she had been bashing her forehead in fury against her cage, she was obeying orders and manifesting that tractability which is one of the elephant's most amazing characteristics.



The young cow elephant chained in the camp. **Right:** A camp elephant with his mahout



A replica of the earliest travelling post office van, built in 1838 for the Grand Junction Railway. The wagon underframe on which it is mounted is more modern



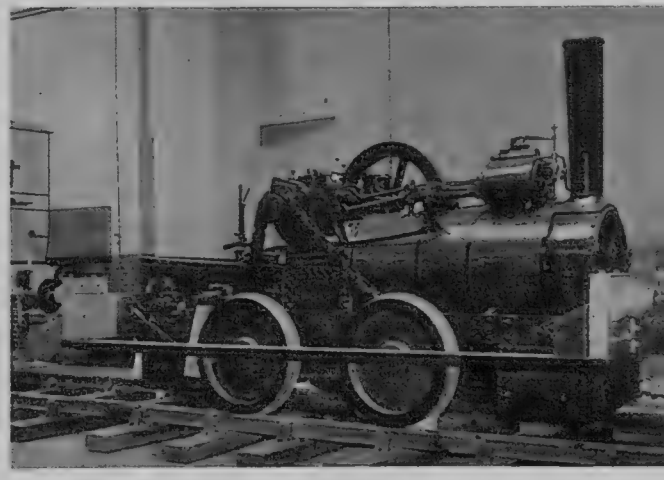
Coach, built in 1842 by the London and Birmingham Railway for the Dowager Queen Adelaide. The box, far right, was for the foot of the bed

BRITAIN'S HERITAGE OF PUBLIC TRANSPORT

The various historical vehicles on this page are some of those being assembled by the Office of the Curator of Historical Relics, British Transport Commission, for the National Museum of Transport. This will be housed in Clapham. It is hoped that the small exhibits hall will be open next year and the rest of the museum at a somewhat later date. Already the office has collected the largest range of objects pertaining to public transport in the world, with items including marine and canal boat fittings, paintings, drawings, timetables, posters, uniforms and models. At times in the last hundred or so years, progress in transport, particularly on the railways, has been hectic. In the swirl of change, famous engines and rolling-stock have become submerged and lost. To the modern generation, steam locomotives and trams have the fascination of a vanishing era.

Replicas of the first passenger coaches on the Liverpool and Manchester Railway, which was opened in 1830. Left is a second-class carriage, right a first-class

Right: A locomotive of the South Eastern and Chatham Railway built in Ashford Works in 1901. She came out of service in 1956



A chain-driven locomotive. It was built by Aveling and Porter in 1872 for the Duke of Buckingham's private railway

Below: Two horse-drawn buses. Left the knifeboard type introduced about 1850 and, right, a standard London General Omnibus Company vehicle, first operated about 1880

Two early trams. Left, a double-deck knifeboard type and, right, a tram from Chesterfield in operation until 1904

The Directors' Room at Euston Station. Above the fireplace are busts of George Stephenson (centre), Robert Stephenson (left) and Joseph Locke, another pioneer railway engineer

London has a unique collection of railway stations and each possesses its own individuality. The earliest in date is Euston, opened in 1838, and it still retains much of its early Victorian architecture. The future of the station is in doubt. Under the London to Midlands electrification scheme, it was originally scheduled to be reconstructed. However, a fortnight ago in Parliament Mr. Marples, the Minister of Transport, announced that he was re-examining the scheme. After taking advice from those concerned he said he expected to publish his decisions shortly.

The story of Euston begins before the inception of the railway age. In 1808 Richard Trevithick, the inventor of the steam locomotive, exhibited his mobile engine on a small circular railway in Euston Square. The locomotive attained a speed of about twelve miles an hour on a circuit of 100 ft. in diameter.

Thirty years later Euston Station stood on this site. The general outline of the station was planned by Robert Stephenson, son of his still more famous father, George Stephenson, who had so much improved on Trevithick's ideas. The architectural designs were by Philip Hardwick (also the noted son of a famous father, Thomas Hardwick).

In his Great Arch leading to the station Philip Hardwick set out to make it plain for all time that Britain was proud of its attainments in inaugurating the Age of Steam. The Doric style recalled the achievements of the Ancient Greeks in their memorials to their prowess in the Creative Arts and Philosophy.

From 1846-1849 Philip Hardwick's son, P. C. Hardwick, who inherited the family's architectural talent, made such additions to the station's splendour as the Directors' Room and the Great Hall. To this day the Room preserves its early Victorian atmosphere. Its doors open on to the staircase which leads down to the Great Hall. The latter is still lit by daylight through a most ingenious set of clerestory windows above an iron gallery. In more recent times another great architect associated with the station was Edwin Lutyens. He was responsible for the redecoration of the Hall in 1916.

There have been, since 1838 and 1849, various additions to the station's buildings, some of which may not be thought to tone with the earlier designs. Yet the story of Euston in terms of the railways of Britain is surely enshrined in the monogram "L.N.W.R." above the fireplace in the Directors' Room. The initials stand for the London and North Western Railway, which took over the London-Birmingham line, extended from

STEAM-AGE MONUMENT

The Victorian splendour of Euston Station in London

The Great Arch on the Euston Road was designed by Philip Hardwick and erected with the first buildings of the station opened in 1838. It is flanked by lodges and its Doric style has been described as an expression of pride in the achievement of the railway line

The top of the stairs from the Great Hall. The doors lead into the Directors' and Shareholders' Rooms. Above are clerestory windows

Right: A corner of the Shareholders' Room. Euston was the terminus of the old London and North Western Railway, merged into the London Midland and Scottish Railway in 1921

Chalk Farm to the new terminus in Euston in 1838. The L.N.W.R. was later merged into the London Midland and Scottish, which is now the Midland Region of British Railways.

Ghosts of top-hatted shareholders engaged in stormy meetings can still be sensed in the Shareholders' Room, even though it is now a centre for charts and designs showing the plans for progress in electrification and other developments. Busts of the Stephensons, father and son, gaze across the Directors' Room. They are solid reminders of the Age of Steam, to which Britain's prosperity in bygone days owed so much. To keep up with our modern times, Euston in its present form may disappear. But in an age of diesel, electric and possibly even nuclear-propelled rail transport, it is to be hoped there will be a place for some memorial to the railways of the past. And what better monument than the Great Arch.

Drawings by Geoffrey S. Fletcher

BRIAN VESEY-FITZGERALD

LIVING IN CARAVANS

The Old Stager's note (in the issue of October 1) on caravanners and their health intrigued me greatly. He mentioned, you will recall, investigations which have been going on for several years at a permanent caravan site in Redcar, Yorkshire, the findings of which have been published in the *British Medical Journal*. The medical investigator's statistics cover about thirty children, all under fifteen, living in caravans, and about the same number, of the same age group, living in ordinary homes. They show that " caravan children were more than twice as prone to bronchitis, tonsillitis, catarrh and ear infections and much more prone to acute diarrhoea and skin sepsis. They were, moreover, the victims of nearly twice as many accidents." One of the causes, it was suggested, for this disturbing state of affairs is inadequate facilities for washing. A suggestion which does not (rightly, in my opinion) seem to have impressed The Old Stager very much.

But I was most impressed by his own conclusion, and I hope that he will allow me to quote him: " I should imagine that lack of living space under cover must be a prime cause of infection and the sudden changes from stuffy heat to cold or damp air outside must account for much of the throat and chest trouble. Again, I should suggest that comparison with gipsy children, inured by generations of experience in caravan life, must be of great importance before final conclusions are reached. The children whose parents have recently taken to this roving way of living have no hereditary powers of resistance to its dangers, and it may be that no fair comparison can be reached until their own children can be tested after gaining the benefit of some hereditary power of resistance and of their parents' experience."

There seems to me to be a great deal of truth in that. At least, in so far as " lack of living space under cover " is concerned. I suppose, too, that there is something in the hereditary argument; but I am not quite so sure about that, at least in relation to the caravan. It is not generally realised that the gipsy caravan, the *vardo*, is but little more than a hundred years old, which in terms of human heredity is not so very long. It must be remembered, too, that lack of living space is just as pronounced in the *vardo* as in the caravan; often more so. I have lived and travelled with gipsies, and I do not think that any comparison can safely be drawn with gipsy children and their experience of caravan life as such. No, the truth of the matter is that the gipsy is a nomad and we are a static people; and between the two ways of life a great gulf is fixed.

Essentially, this is an attitude of mind. When you prevent the gipsy from leading his natural way of life, when (as has been done in the New Forest) you compel him to live on a permanent site, even when he continues to live in a *vardo*, his health and the health of his children suffer. I do not know that there are any statistics to support this: I do not suppose there are, because people do not bother about gipsies. It is just a matter of personal observation over many years. But I am convinced of the truth of it. What I would like to see is a comparison between nomadic caravanners and static caravanners : between " mobile residents " and " static residents " to use modern caravanning jargon. That might be very revealing.

I have seen it stated that there are now in this country more than 60,000 caravans used as permanent homes and that they accommodate a population of about a quarter of a million people.* I should guess both figures are under-estimates. They do not include holiday caravans, which are purely temporary homes. (The holiday caravan movement is growing by leaps and bounds and rapidly putting paid to the small hotel and the boarding-house. Practically every holiday-resort now has its caravan site; some of them with space for more than a thousand vans.) This population can be divided into two classes: the " mobiles " and the " statics," the latter far outnumbering the former.

The " mobiles " are mostly those who move about with their jobs; engineers, contractors, and so forth. I know a number of these, one or two very well, and I have been interested to note how quickly they, both the men and the women, develop a nomadic attitude of mind. I cannot say that I have noticed their children to be catarrhal or sickly. On the contrary, I have found them to be remarkably tough. But the mobile habit is not confined to those with transitory jobs.

Recently, I pulled into a lay-by on a main road near a big Midland town behind a motor-drawn caravan, one of the 10-ft. variety which costs around £200. I got into conversation with the woman and found that she and her husband regularly travelled a ten-mile radius of the town (where the man had a good steady job) using a different lay-by each night. The man cycled to work each day: the wife moved the van on. Cheap, perhaps illegal under some obscure by-law, but truly nomadic. If this couple ever have children, I think that they will be pretty tough, too.

* As a result of The Old Stager's paragraph of October 1 regarding the *B.M.J.* findings, the Editor of *The Caravan* wrote to *The Sphere* as follows:

" The report was interesting and deserved study, particularly as illustrating a technique of comparison between caravan dwellers and house dwellers, but I am sorry that you appear to have thought it possible to draw general conclusions about the health of caravan dwellers from this extremely small sample. It is a sample of only about .001 per cent. taken from a single location, which does not appear to be typical of residential caravan sites even as they are to-day, and is certainly not typical of what it is agreed they should be like and what we know they can be like."

The " statics " are quite different. Broadly speaking, they are composed of two quite different age-groups: young working people, who have not enough money or the opportunity to buy a house, but who want a home of their own as cheap as possible in preference to living with in-laws and elderly retired people, whose children have married, who have sold a house too big for them, and moved to a caravan site because they " have company " and the wife a minimum of housework. Both groups, by the way, are convinced that they are leading " an open-air life." This is the one thing that they are certainly not doing.

Herein, I believe, lies the trouble: if there is, in fact, any trouble such as the Redcar figures suggest. (I do not believe for one moment that it has anything to do with a lack of washing facilities: modern caravan sites do not lack for water and have very good drainage systems. I do not think that lack of living space under cover really plays much part, though it must spread infection if there is infection: but the infection will be acquired elsewhere nine times out of ten.) If you live in a house, you know that you are not leading an open-air life, and you adjust your life accordingly. The permanent-site caravan is really a house, and life in the permanent-site caravan requires the same attitude of mind as life in a house. The delusion of carefree camping is, I believe, at the root of the accidents and a good deal more. Camping incidentally, is rarely carefree!

But all this will settle down in time. The longer you live in a permanent caravan, the less you suffer from the delusion of camping, the more you regard it as your house. It is all an attitude of mind. Personally, I am all in favour of these permanent caravan sites. You will find them now on the outskirts of most big towns, and many small ones: they are caravan estates really. They have a community spirit about them, born of a sense of adventure, for it is an adventure to live in a caravan. This is often singularly lacking among the residents of their counterpart, the council estate.

During the match against Harrow, a Rugby player falls on the ball during a foot-rush by the home team's forwards

In one of the few attempts to open up the game, Harrow's scrum-half, I. S. R. Reynolds, passes from the base of the scrum. The opposing wing-forward just fails to stop the pass

A Rugby player is hoisted in a line-out by one of his fellow forwards, but the ball escapes

PUBLIC SCHOOLS FOOTBALL

HARROW v RUGBY

The pitch at Harrow on which this match was played towards the end of last month was rain-soaked and muddy. Clean, open play was impossible, so that Rugby were unable to make profitable use of their powerful backs. Kick-and-rush tactics were necessary, and in this the two packs were well matched. The quality of the scrummaging and loose play was generally good, but mistakes came with attempts to throw the ball about. Harrow drew first blood with a penalty goal from P. R. Siddons, which gave them a 3—0 half-time lead. After the interval Rugby retaliated with two penalty goals, kicked by Guest, their full-back. Harrow later drew level with another penalty from Siddons, and there was no further score. The 6—6 draw was a fair result under the conditions, with the Harrow pack rising to the occasion against a formidable Rugby side.

Next week, in this series, will be Sherborne v. Cheltenham

Rugby get the ball back from a line-out

In jerseys and shorts which were white at the start of play, the Rugby School team leave the field after the match

Reynolds, the Harrow scrum-half, breaks from the scrum

Colours are dipped as the Queen, accompanied by the Duke of Edinburgh, approaches the Palace of Westminster in the Irish State Coach. **Below, right:** Yeomen of the Guard carry out the tradition of the "Search of the Vaults" underneath the Houses of Parliament

The Duchess of Kent and the Countess of Athlone in their carriage

STATE OPENING OF PARLIAMENT

In the full blaze of traditional panoply, Queen Elizabeth drove from Buckingham Palace to the Palace of Westminster to open the new session of Parliament. As usual, the House of Lords was crowded. Watching the ceremony from the distinguished visitors' gallery overlooking the Throne were King Mahendra and Queen Ratna of Nepal, dressed in national costume, and Crown Prince Constantine of Greece and Princess Sophia, his sister. The occasion was not televised, but there were a number of floodlights to enable it to be filmed. In her speech from the Throne, the Queen spoke of the visits she and the Duke of Edinburgh would undertake in the Commonwealth next year.

The Queen and Prince Philip leave after the ceremony

At the Sovereign's entrance, the Queen and Prince Philip are welcomed by the Earl Marshal, the Duke of Norfolk (left), and the Lord Great Chamberlain, the Marquess of Cholmondeley

TRAVEL

CHRISTMAS AWAY FROM HOME

By **GORDON COOPER**

Each year the problem arises, for many people, of where to go for Christmas; at least it does with me. On several occasions I have found Paris as satisfactory as any goal, although I like to combine my stay there with some fresh experience. Last year, for instance, I journeyed down to the small medieval town of Pérouges (25 miles by branch line from Lyons). No building there is much younger than four hundred years, and the whole of this completely walled town is regarded as a national monument. Impressive at all times, it comes to life on Christmas Eve in a quite dramatic manner. Towards midnight many of us gathered in the old *Place* under the Tree of Liberty. There we were given lighted flares and lanterns and set off in slow procession along the steep, narrow and winding cobbled street which encircles the town.

After attending at Midnight Mass, many of us repaired to the ancient Hostellerie (a museum in itself and where I lodged in an enormous room in the donjon) and sat down to a gargantuan and gastronomic Réveillon which lasted over three hours. The cost, inclusive of wines, was about £7—and I never felt money was better spent. The apéritif was that favourite drink of the Middle Ages, a glass of Hippocras, redolent of spices.

A year before, I left Paris for Sablé-sur-Sarthe, the station nearest the Benedictine abbey of Solesmes. Here the Midnight Mass is the perfection of liturgical solemnity, and the austere splendour of the Gregorian chants is heard to perfection. The setting is most impressive, and the two-hour service passed like some magical dream. There is an adjacent hotel which puts on a Réveillon supper afterwards, but I preferred to walk back under a full moon to Sablé-sur-Sarthe and catch an early morning train back to Paris, arriving in time for breakfast.

The Christmas atmosphere of Paris is much more worldly and very expensive—at least if you go to a special Réveillon supper which most restaurants put on, with a few carnival novelties to justify the considerable increase in prices. In great contrast are the shepherds' services held in Les Baux (near Arles) and Saint-Paul-de-Vence (inland from Nice). In both villages shepherds come to the altar carrying a live lamb—a symbol of innocence—as they have done each year through the centuries. There is a moving simplicity about these services, with the old carols sung to the accompaniment of primitive pipes; but I must warn you that they attract large numbers of motorist visitors. A final suggestion for France is Cannes, where you are quite likely to get sunshine; here Erna Low Travel Service offers a Christmas party costing £37 10s. (rail travel) and £50 (air travel) for 8 nights.

Vienna and Brussels are two European capitals which are beautifully illuminated at Christmas. In the Austrian capital the Inner City offers artistic old-style, wrought-iron lanterns for a warm radiance, especially in the historic Graben. There is also a " Christkindl Market," with its many booths set up in a most decorative background in the Fair Palace. Colourful and glittering, it is illuminated by soft twinkling lights. In Brussels, the Rue Neuve, with its multicoloured lights, is surely one of the liveliest streets in Europe. Then in the glorious Grand' Place there is an enormous Christmas tree, while the famous Town Hall and the Guild Houses are brilliantly lit up. Each evening, too, choirs take part in a festival of songs and carols.

Perhaps the finest " Christkindl Fair " is that held in Nuremberg from early December until Christmas Eve. The opening ceremony, consisting of an invitation by the Christ Child who appears on the balcony of the Church of Our Lady, is followed during the season by trombone concerts, carol singing, a distribution of presents to the local children, and " Thomas-bummel," a centuries-old custom which consists of a " bummel," i.e. a stroll of university students, on December 20. The climax is the " Lichterzug," a lantern procession of some thousand children with self-made and self-painted lanterns marching up the serpentine path to the mighty Burg—the medieval imperial castle. A fascinating sight is the old part of the city when floodlit after dusk.

Christmas decorations in a main street in Brussels

Most German towns are attractively decorated during the Christmas season, while in Berchtesgaden some interesting old Bavarian customs are celebrated. Some of these customs are noisy and rather frightening. On Christmas Eve and again on New Year's Eve the famed Berchtesgaden Gunners welcome the season with a thunderous volley fired from their ancient handmade mortars. An attractive touch is the custom of setting up tiny decorated Christmas trees on the graves in the churchyard, and during the Midnight Mass the burial ground is a sea of lighted candles.

What can I say of Italy in a few words? In Rome, there is a rich variety of services, and there is a sumptuous display of vestments. Then, in the Piazza Navona, there is a great and very noisy fair, which every Roman child insists upon attending. I think, too, of Christmas Eve in Taormina when the drone of bagpipes is heard on the mountainous countryside, and shepherds with lanterns carry new-born lambs in their arms. There is a truly pastoral note in the churches during Midnight Mass, following which the worshippers picnic in the church itself on provisions and wine brought for the occasion.

In the Holy Land at Christmas, Midnight Mass in the Church of St. Joseph in Nazareth is an impressive ceremony, and the gaily decorated streets of this town lend the traditional atmosphere to the festival. There is, unfortunately, difficulty in reaching the most important churches in Jerusalem from Israel, for they lie in Jordan. You can cross the frontier once, but cannot return.

Christmas in Greece means primarily sunshine and warmth. While there are interesting church ceremonies at this season, the popular period comes with New Year's Eve. It is also a good time to visit the classical sites, and various travel agents offer inclusive tours at reasonable rates, including travel by air.

This year I intend myself to have a Christmas holiday at home : in Cambridge at the " Blue Boar," a Trust House. This organisation has special celebrations in many of its hostelries, although quite a number of them are already fully booked up. But you could try the " Royal " at Ventnor which also offers a special door-to-door taxi service, or the " Palace " at Paignton. For those who like congenial company I recommend the Christmas and New Year House Parties organised by Erna Low Travel Service (47 Old Brompton Road, S.W.7.). And there are still some vacancies on the Christmas and New Year cruise (24 December—8 January) by the M.S. *Batory* which calls at Tenerife, Las Palmas, Madeira, Casablanca and Lisbon. Stelp and Leighton (9 Fenchurch Street, E.C.3.) are the U.K. agents.

PRESTIGE FOR CANNES

While popular tourism booms on the French Riviera, to some visitors things aren't what they used to be. There is now a move to restore to Cannes a more fashionable and distinguished cachet. André Sonier, the famous manager of the Carlton Hotel, has organised a scheme for restoring the social prestige of the resort. Briefly, Cannes is to become the headquarters of the world's exclusive yacht clubs. Here will be the most luxurious yacht haven, and membership will be restricted to those with first-class social standing and the ability to pay a subscription of £1,500 per head. Already many distinguished persons have given their support to this enterprising move to make things a little bit more like they were before on the Côte d'Azur.

THE NEW "CHURCH IN THE SQUARE"

The pulpit is in keeping with the modern lines of the building

In May 1941 the church in Lorrimore Square, Walworth, London, was ruined by bombing; in January of last year reconstruction work was started, and last month, less than two years later, the new St. Paul's Church was consecrated by the Bishop of Southwark. The building is modern in design. The architect, Mr. H. G. Coulter, has said that the purpose of the angular sections of the roof was not only to break up the line but to give greater strength and space than would have been otherwise possible. Incorporated in the building, and situated under the church itself, are the premises for a youth club. The Vicar, the Rev. Robert McIntyre, said last week that the object of having the club with the church was to create a community centre in Walworth.

The steps lead to the porch, which is surmounted by a small, angular spire, of St. Paul's Church, Walworth. **Below:** The angled roof sections and unusual walls of the church can be seen

BOOKS

TALKING WITH MAX

Biography of Max Beerbohm; England by a Frenchman; Branwell Brontë by Daphne du Maurier; Noël Coward's novel leads this week's fiction

Years of devotion to the writing and drawing of Max Beerbohm naturally enough stimulated in one of his most faithful admirers the desire to know the Beerbohm personality as expressed in his conversation. And since the admirer was the distinguished American playwright and author, S. N. Behrman, it follows almost as naturally that when Mr. Behrman had achieved Sir Max's friendship he should, after the incomparable Max's death, have written a most engaging biography, CONVERSATION WITH MAX (Hamish Hamilton. 25s.). In this volume he records the nearly endless talks he had with that elegant little figure in the tiny Rapallo villa and comes as close as humanly—and brilliantly—possible to recreating the atmosphere of those exchanges; the wit, even the voice and the play of hands and eyes. Needless to point out how infinitely quotable is such a book; the most enjoyable way is obviously to choose the quotations for yourself. But I cannot resist citing Max on Bernard Shaw: "The back of his neck was especially bleak. . . . In those days you were lucky not to see G. B. S. from the back." On William Morris: "Of course he was a wonderful all-round man, but the act of walking round him has always tired me." On Dan Leno: "A sad man . . . wildly generous." A wonderfully rewarding book.

LA VIE ANGLAISE (Gollancz. 15s.) is a candid, witty, acute and, in general, magnanimous view of the Island Race and the way in which it exists by M. Tony Mayer, who was at the French Embassy here at the time of writing, and well placed to observe us at work and at play. M. Mayer is categoric in some of his opinions, and why not? "On the English side of the Channel," he writes, "the food is really very bad." On the other hand, he points out that during the wars of the French Revolution, the Royal Navy ceased fire to allow Paris fashions to cross the Channel. His highly entertaining little book has been translated by Mr. Christopher Sykes and deliciously illustrated by Mr. Osbert Lancaster. Buy it at once.

The SELECTED ESSAYS (Weidenfeld and Nicolson. 21s.) of M. Henry de Montherlant have been edited by Mr. Peter Quennell, who writes, in his introduction, that no French playwright or novelist now alive has made a more substantial contribution to modern European literature. Mr. John Weightman, who has translated the work with such authority and sensitivity, may, in a measure, share the credit for re-introducing these vivid, sensitive and, above all, thoughtful pieces.

THE INFERNAL WORLD OF BRANWELL BRONTË (Gollancz. 21s.) is extraordinary in two respects: one, that it is quite evidently a labour of love by one of our foremost romantic novelists, and two, that it should be, after all the care and thought which she has devoted to it, a subject so little worthy of her. Because, in a loving and united—and in many ways a self-congratulatory—family, Branwell Brontë was such a well-documented failure. He was the son of the family and he may well have been overcome by the tremendous strength of his sisters' output. As a child he shared and often inspired their wonderful flights of imagination, but what he did not share was the strength of their dedication as writers. They loved him and, as young people, admired him. His father, in spite of the Victorian ethic of rigidity, was understanding of his early efforts. But the bleak climate of accepted failure defeated him completely and his fatal indulgences which brought about his early death did not, automatically, make a genius out of him. All the more surprising then that Miss Daphne du Maurier, with her heaven-sent gift of story-telling, should have chosen him as the subject of a study for her only minor work.

AT AN EXHIBITION OF ENGLISH SPORTING PAINTINGS at Frank Partridge and Sons Ltd., London, two racehorse owners, Mr. J. Rogerson (left) and Mr. H. J. Joel, study a picture of the 19th-century racehorse, Souvenir. It was painted by Ben Marshall (1767-1835)

Mr. John Morris, of whom I have a far-away and felicitous memory as a fellow luncheon guest and inspired *raconteur*, and who is a properly-respected pundit of our broadcasting services, has written about the first thirty-five years of his life in HIRED TO KILL (Hart-Davis and Cresset. 25s.). During this period, as Mr. Morris tells us with the greatest candour and objectivity, he grew up to be a soldier, an officer in a Gurkha regiment and a climber in two of the first Everest expeditions. His book is, to quote a fairly contemporary term, riveting, and the unexpectedness of its approach gives it a wonderful value of basic truth.

And now for a short but rich batch of novels, beginning with the first one which Mr. Noël Coward has ever written. POMP AND CIRCUMSTANCE (Heinemann. 18s.) is wholly unpretentious and very, very funny. It is the story of a Caribbean island to which the Queen and Prince Philip might, fictionally, be paying a visit and, because of this looming honour, the whole population, from the governor down, is occupied with plans, counter-plans

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ATLANTIC ALLIANCE

Illustrated guide to Anglo-American history

Through the political affairs of the British and American peoples there runs a golden thread of democratic thought and action which remains, beyond doubt, the strongest unifying force between two very different worlds. Peter Quennell and Alan Hodge have brought this out in vivid fashion in their illustrated Anglo-American history THE PAST WE SHARE (Weidenfeld and Nicolson. 63s.). We are shown, on the one hand, the steady progress of Parliamentary institutions in Britain, with men of the calibre of Chatham, Pitt the Younger, Fox, Walpole, Gladstone, Disraeli, Churchill emerging in time of need, and on the other hand men such as Washington, Jefferson, Lincoln, Webster, Wilson and Franklin Roosevelt bestriding the American Continent, each a colossus in his time. It is a heartening picture, and into it the compilers of this brave anthology have introduced many other contributors to the development of the two nations, the men of letters and learning, the painters, the poets and the inventors. This handsome volume is very much of a stimulant.

Here are three dramatic chapters in our naval history presented with much skill and authority. Oliver Warner's THE BATTLE OF THE NILE (Batsford. 21s.) sets the scene for that most overwhelming of engagements, introduces us to the leading personalities involved, and then, through the words of eye witnesses, reveals the action in graphic detail. The victory of the Nile was one of the most complete in British naval history, and was rich in results, enabling Britain to capture Minorca and Malta, completely restoring our position in the Mediterranean, and putting paid, incidentally, to any extravagant ideas Bonaparte may have entertained about the route to India. Mr. Warner is an able and exhilarating historian, and this makes a worthy companion volume to his earlier presentation of Trafalgar.

J. Lennox Kerr handles a lesser theme in point of historic scope, though not in respect of dramatic force, in his story of the troopship *Birkenhead*, which went down off the coast of Africa in 1852 with the loss of over 400 officers and men. THE UNFORTUNATE SHIP (Harrap. 15s.) presents an intriguing theme, for the *Birkenhead* was the Royal Navy's first iron fighting ship. Her building was bitterly opposed, and when finally the reactionaries had her converted into a trooper the scene was set for the final tragedy; and also the final triumph, for the steadfastness of her men as she was stranded was a triumph of the human spirit.

A more recent naval tragedy is recalled by Bernard Ash in SOMEONE HAD BLUNDERED (Michael Joseph. 21s.), an account of the sinking of the *Prince of Wales* and the *Repulse* by the Japanese in the Gulf of Siam in December 1941. Once again the author sets this piece of naval history against the human background of the ships and the men who manned them. There is something awe-inspiring in this tale of defeat, and the effect it had upon all concerned, not least the redoubtable Churchill who had taken personal responsibility and in a moment seen Britain's hopes in the Pacific vanish for the immediate future.

The German decision to invade Norway and Denmark, the Allied decision to invade North Africa, General Clark's decision to march on Rome, these and a score of other turning-points in World War II are reviewed in COMMAND DECISIONS (Methuen. 42s.), a symposium distilled from the vast array of documents in United States military files. Sixteen writers under the general editorship of K. R. Greenfield are responsible for this wide-ranging review in which the facts are allowed to speak for themselves. For the reader there is the fascinating exercise of considering what might have been.

Ann Welch and Gabor Denes have combined to produce GO GLIDING (Faber and Faber. 30s.). Their book provides an answer to those who want to know how to start; but it will also give pleasure to the experienced gliding enthusiast.

Congratulations to the St. Marylebone Society on their second publication THE OLD MARYLEBONE THEATRE (Strathmore Bookshop. 5s.). Malcolm Morley's booklet is charmingly written and illustrated, and is a notable contribution to London history.

R. C. E.

and, since this is a gloriously imaginative piece by Mr. Coward, the *minutiæ* of social distinctions and, more effectively, restrictions which will keep the protocol of the occasion within manageable bounds. Really hilarious and not too recognisable.

A DANCER IN THE DARKNESS (Faber. 18s.) is a sensational, bloodthirsty and, on the whole, depressing piece of dramatic reconstruction by Mr. David Stacton who has written about the Duchess of Amalfi, her uninhibited brothers and the creature whom they used to achieve their sanguinary ends. Almost too readable and definitely "X."

The second book by M. Henry de Montherlant to be reviewed this week is THE BACHELORS (Weidenfeld and Nicolson. 15s.), a novel which was first published more than twenty-five years ago, and which is translated by Mr. Terence Kilmartin. Again, it is introduced by Mr. Quennell with his exquisite perception of the noble simplicity of the best French style.

Three thrillers to close with are, first, TIGER ON MY BACK (Macdonald. 12s. 6d.), by the Gordons, a couple of collaborators who, between them, have a fine sense of foreign background and contemporary crisis. Setting: North Africa. Action: fast and credible. THE SEARCH FOR TABITHA CARR (Secker and Warburg. 15s.) is a fairly tough story by Mr. Richard Martin Stern, which opens in the richer circles of New York and continues through Paris, Vienna and the Tirol. Quite exciting and smoothly written, though I thought that if the heroine's "grave" expression or eyes were so described once more, I would let out an appropriately banshee scream. And, finally, Miss Agatha Christie's collection of six longish short stories, THE ADVENTURE OF THE CHRISTMAS PUDDING (Collins. 12s. 6d.), which add up to far better value than most presents which could be chosen for that season.

Vernon Fane

BOSWELL, VOLUME SEVEN

Wonderfully well do those Yale Professors, now soaked in the period, perform their endless task among the Boswell papers so romantically rescued from attics and coach-houses; filling lacunae in the *Life of Johnson* and adding to our knowledge of the inner life of his extraordinary biographer. He was a man whose life, apart from his works, denies him admiration. He was vain, snobbish, lecherous and sottish, pathologically morbid; a man who never came to terms with himself on an even keel. All that was good in him he derived through Johnson, and to that star he had the saving sense to hitch his wagon. In this seventh volume of the long series, BOSWELL FOR THE DEFENCE by Professors Wimsatt and Pottle (Heinemann. 30s.), the impelling attraction of Boswell's writing is as strong as ever. We see him at thirty, newly married (compassionably) and for five years onward to 1774. They were fruitful years of resolve to be faithful and virtuous. He worked hard, slipped back into lechery and sottishness, repented and slipped again. Soon enough, he left his wife for business and recreational visits to London, excusable in one who clearly knew that his own success in life was dependent on Johnson's approval and company. His zest for life lends excitement to every sentence he wrote.

The latter part of the volume is devoted to Boswell's defence in the Scottish Courts of a sheep-stealer, a casual item enough, as it began, in any counsel's business day. But the case obsessed Boswell, brought out all his morbidity and vanity and self-torture, as he struggled to snatch his client back from death. It forms a very dark period in Boswell's morbid inner life, and furnishes many sombre pages in this sparkling volume in which life in legal circles in Edinburgh is painted by the brush of a master. Here are the essential contrasts of the late eighteenth century, reason and superstition, wit and sottishness, culture and brutality, wisdom and madness, hand in hand, cheek by jowl, in a forward march to a new order. *Boswell for the Defence* perhaps throws even clearer light on Boswell's character and era than the *London Journal*, and most of it is as irresistibly entertaining.

John Gore

SOLO PERFORMERS

Above: Michael Mac Liammoir, the Dublin actor, as Oscar Wilde in his performance called *The Importance of Being Oscar*, of readings from the writer's work. His portrayal has been greeted with unanimous acclaim. The run at the Apollo Theatre, London, was due to end on Saturday, November 12. Mr. Mac Liammoir's selection illustrates the development of Wilde's personality, both before and after the notorious trial. The writer's charm of spontaneous wit is recreated in the actor's portrait

Below: Fresh from her triumphs in Paris, Zizi Jeanmaire is giving a season of ballet and songs at the Royalty Theatre, London. It is entitled *An Evening of Song and Dance*. For one of the numbers she wears a bustle of aigrette feathers, valued at £700. In the programme are the first performances of a ballet by Roland Petit called *Rain*, which is based on the novel by Somerset Maugham. Zizi Jeanmaire is partnered in this by the American dancer, Buzz Miller. The revue ends with Miss Jeanmaire's *tour de chant*

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Sir Clavering Fison

The chairman of Fisons Limited, Sir Clavering Fison, is the head of a world-wide group of companies which has an annual turnover of more than £51,000,000 and manufacturing interests ranging from fertilizers and agricultural chemicals to medical preparations and foods. He has played a leading role in the development of the fertilizer industry in Britain and is acknowledged as one of its authorities. His grandfather, Joseph Fison, was a pioneer in this field in the nineteenth century and the Fison family has been connected with the fertilizer and chemical industry ever since. Sir Clavering took over the chairmanship of Fisons in 1929. Then the capital employed was little more than £725,000. Frank Guy Clavering Fison was born in 1892 and educated at Charterhouse and Christ Church, Oxford. From 1929 to 1931 he sat for the Woodbridge Division of Suffolk in the Commons as a Conservative. He was knighted in 1957. Sir Clavering is a former High Sheriff of Suffolk and is Deputy Lieutenant for the County and a J.P. His home is at Stutton Hall, in Suffolk, an early Elizabethan house overlooking the Stour estuary and noted for its walled garden and yew hedges. The estate covers 850 acres, of which 600 acres are given over to mixed farming. Sir Clavering was a tennis Blue while at Oxford and played twice at Wimbledon, in 1914 and 1920, in the Men's Doubles. He is a keen gardener and goes to Scotland every year for the salmon fishing

MORE STEEL PER WORKER

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Nobody is in much doubt that steel production in Britain this year will be a record, though expert forecasts may differ a hundred thousand tons or two either way about just how large it will be. At the beginning of this year the Iron and Steel Board of Great Britain, the State supervisory body set up when this industry was denationalised, was guessing that the industry might produce 24,000,000 tons this year, against its previous highest-ever of 21,700,000 tons in 1957. In June the board had "upped the ante" to 24,300,000 tons; a month later the steel firms' own Iron and Steel Federation reckoned a little more soberly that "the forecast of 24,000,000 tons seems likely to be achieved, in spite of signs of easier demand in some sectors." Since then, if anything, demand seems to have hardened—though one can hardly expect the much more than seasonal cuts in output in the motor industry to go by without causing some reduction in orders for automotive steel. The steelmakers have some rather bitter memories of the last check to motor output, in 1956-57, during which, as they will still recall, "Deliveries of steel were turned back by the motor firms when they were going in the factory gates."

At 24,000,000 tons plus, the British steel industry is working close to its full capacity; but it is steadily investing huge sums to extend that capacity. This year it seems likely to spend about £125,000,000; next year the bill for new plant may reach £150,000,000. By the end of 1962 it hopes to be able to produce 29,000,000 tons of steel; for 1965 the target is likely to be 32,000,000 tons, though the industry has not yet produced any detailed plan looking quite so far ahead. As compared with the increase of output since the war, these plans mean about the same proportionate rate of increase; and after allowing for the continued rises in prices of plant and equipment, the industry's rate of investment, per extra ton of steel produced, looks to be going up very sharply.

The physical return that the steel industry is getting is fairly readily identifiable—in tons of steel per worker employed it is now getting about 40 per cent. more than it was in 1948, and expects by the end of its present plan in 1962 to have improved this a good deal more. But the sceptic may well ask whether productivity per man is a really meaningful criterion in steel. In industries such as these, where so large and growing an amount of capital equipment and power is required for each worker, one would expect output to rise more sharply than the labour force. What about plant productivity? Is that rising too—or is there a danger of buying extra output per man too dearly? This question is not so easy to answer. Partly to achieve economies in men and materials, but more, perhaps, because demand for steel rises fastest for the more highly-finished forms of steel, this is becoming an even more heavily-capitalised industry: but there are also signs that some of the new techniques in which British steelworks are now investing may give more tons of steel per pound sterling of capital investment.

This is particularly true in making the steel itself—as against making pig iron or, at the other end of the business, squeezing the steel into the shapes from which other industries can make products that you and I use or machines to make those products. This is an industry in which for years vast resources of engineering skill and scientific research have gone into perfecting rather traditional ways of doing things; but of late, these ways have undergone sharp changes. Nowhere has tradition been shaken up more soundly than in the steel furnace.

The new ways of making the steel depend largely on the use of oxygen. Like many new technical methods, this one may seem to the impatient technical adviser trying to bring it about (or even to the journalist who, year by year, records the continuous but painfully slow movement of the glacier) to have inched forward pretty slowly; but in the last few years the glacier has reached the point where it is beginning to break up. The introduction of oxygen into steel refining had to wait for the development of equipment to deliver it in very large tonnages indeed—which meant effectively until after the war. It so happened that in Britain—and America, and Russia—this industry relies mostly on the open-hearth furnace, where the full benefits of oxygen have been rather difficult to reap. Britain, up to now, has much far less of its steel in the egg-shaped converters that Sir Henry Bessemer first invented a little over a century ago; and for a variety of reasons the impressive improvements in using oxygen were first achieved in such furnaces. Steelworks in Austria, Luxembourg, Germany and France played a big part in the development of these oxygen converter processes.

It is still a matter of some controversy among steelmen which process has the greater future advantages; it seems to the outsider likely that it will depend on what kind of steel one wants to make. Nevertheless, the almost complete concentration on the open-hearth furnace in steel development here or in the United States is clearly over; quite a number of the big plants going up over here—for example, both Britain's new strip mills, at Newport and Ravenscraig—will use oxygen converter processes originally developed on the Continent. The advantage of this kind of plant is that it can produce a given tonnage of steel from plant with sharply lower capital costs—perhaps no more than 50-60 per cent. of a comparable open-hearth installation of the traditional kind. On the other hand, some of the non-traditional open-hearth furnaces that companies in Britain such as United Steel have developed are practically as economical as that, too.

In the steel furnace, then, there are chances of getting more output per man from a given amount of plant—and therefore for every pound sterling of investment. Where else?

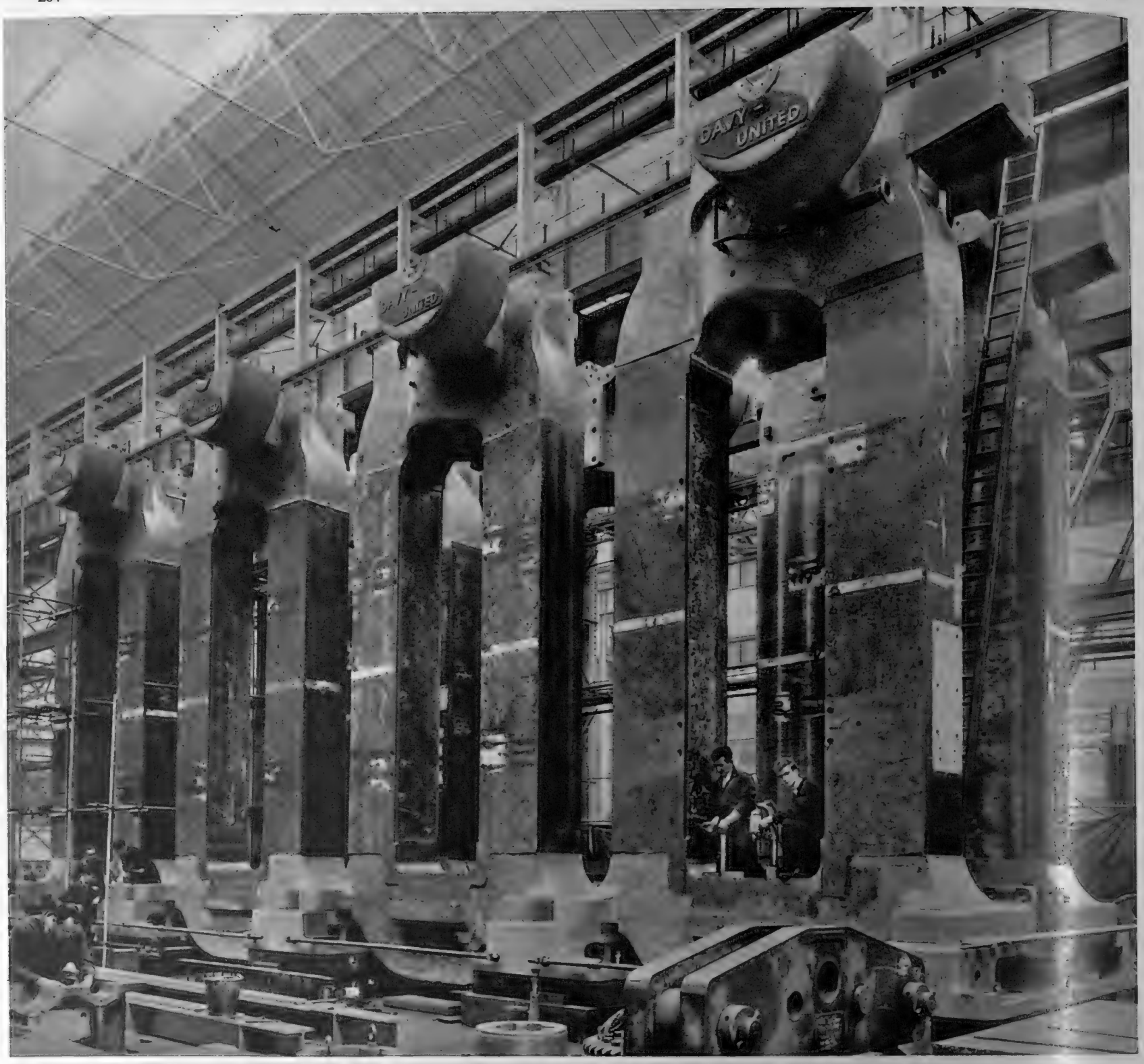
The blast furnace, producing pig iron, is a traditional, even somewhat mysterious, piece of nineteenth-century craftsmanship in the use of which quite remarkable economies have been obtained by engineering and metallurgical research. This shows most simply in terms of coke, which in the tall stack of the furnace acts as a fuel, a support, and a chemical reagent for the iron that is steadily moving down molten through it to be tapped off at the bottom. In 1938, in Britain, steel iron plants were using about 22½ cwt. of coke for every ton of pig iron that they produced. To-day they are using less than 16¾ cwt.; and that is an average of good and bad plants, so that the best are achieving even greater economies. The blast furnace has been greatly enlarged, to a point where engineers disagree whether there are any more "economies of scale" to be had by building it bigger. Its charging gear, blowing plant, and instrumentation have been steadily improved; higher pressures

Burning out the core with an oxygen lance during the tapping of a blast furnace

have been used to step up output, and oxygen is being injected with some promising results. So is fuel oil—and in Britain more is likely to be used in this way since this summer's swinging increase in the price of coal used for making coke. There remain possibilities, or hopes, of bypassing the blast furnace altogether—with some simpler or at least cheaper piece of plant that might go from iron ore direct to steel, or something much nearer steel than pig iron is.

At the other end of the iron and steel plant, in the shaping of the product, continuous casting is another process just emerging on to the practical plant floor after several years in the experimental and pilot plant stage. This is a method by which the molten steel is shaped into semi-finished steel, billets or bars, as it is poured out of the steel furnace, instead of being made into ingots.

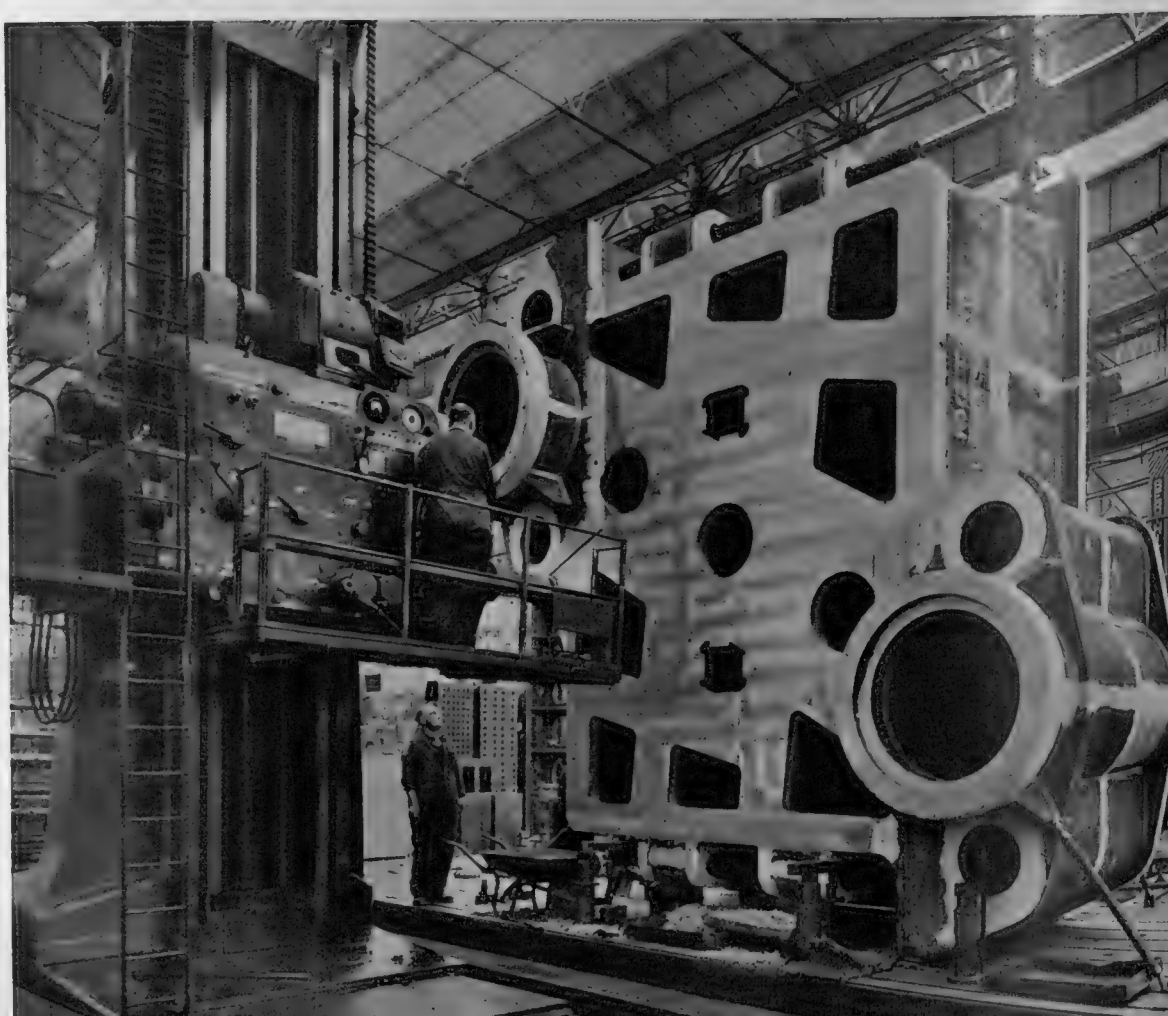
Some of these new methods are being tried by a number of British steel firms to-day in their current investment programmes. Nobody is trying them all, which may disappoint the really ambitious technician; but when one's gambles run into millions each, and can jeopardise plant worth several score millions, it is necessary to measure the chances that one takes. Most of these innovations offer the chance of making more steel for a given amount of capital, which is what matters; and perhaps give the hope that the next programme of expansion that the industry has in mind may come out a little cheaper. Many elements affect the amount of capital one needs in a new works—for example, whether it is going to turn out heavy rails or tinplate. So far as finished products are concerned, the emphasis is towards more rapid growth in demand for the products that need more processing into more elaborate form. But to a greater extent than for many years, technology seems now to be working on the side of the planner in saving money per ton, as well as men.



In the heavy erecting shops of the Darnall Works of Davy and United Engineering Co. Ltd., at Sheffield, are eight cast-steel roll housings. These massive castings form the main structure of a four-high, four-stand tandem cold-strip mill, carrying the work and the back-up rollers. The mill, and a single-stand temper mill, are being built by Davy-United, a member of the Davy-Ashmore Group, for the Gartcosh Works, Glasgow, of Colvilles Limited. They will form the basis for cold-rolling plant to process hot-rolled strip. This will come from the new hot-strip mill at Ravenscraig, which is also being constructed by Davy-United

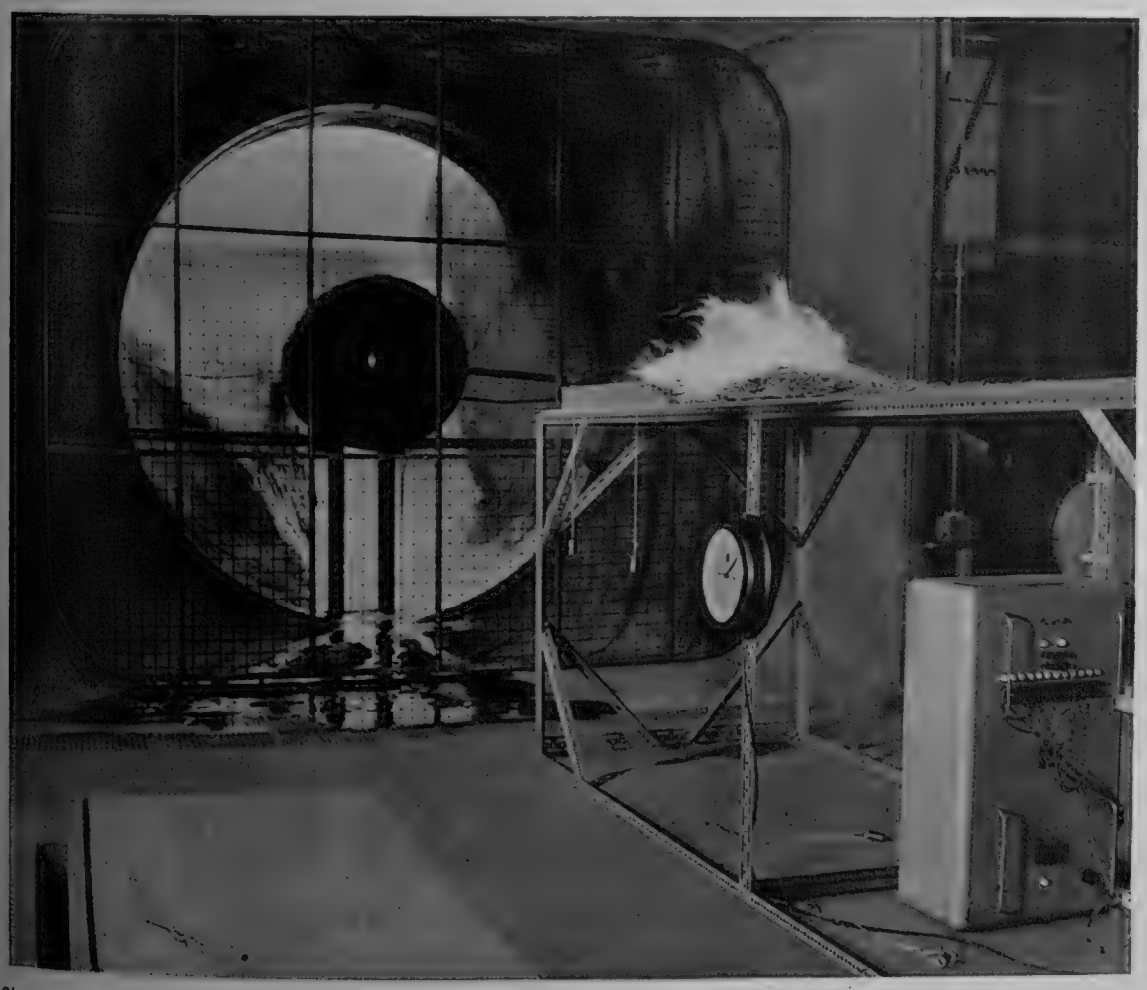
WORKING IN STEEL

Right: A fabricated 100-ton crosshead, one of the main members for a 3,000-ton draw-down-type forging press, is being machined at the Darnall Works. The press is designed to be set below ground in concrete foundations, a method which offers increased accessibility for forging and lower installation costs. The crosshead was designed and fabricated by various members of the Davy-Ashmore Group



During a demonstration at Boreham Wood, a number of ducts can be seen, including one of polythene, in which relief vents have been made

Last week Lord Hailsham, the Minister for Science, opened new laboratories and administrative offices at the Fire Research Station, Boreham Wood, which were built at a cost of about £300,000. The Station is controlled by the Joint Fire Research Organisation—a group in which the Department of Scientific and Industrial Research and the Fire Offices' Committee work together. Research at Boreham Wood is aimed at improving methods of preventing and fighting fires. About 700 people annually lose their lives as result of fires, while material loss last year reached a peak of £44,000,000. The latest figures which are available for the number of industrial fires (for 1958) show that there were over 6,400, including mining and quarrying, but not public utilities. Among the most vital experiments being made at the F.R.S. are those with the jet engine inert gas generator, and those for relief of explosions in duct systems. The inert gas generator, which is still in its very early stages, is being developed to operate when smoke and flames hamper access to the seat of the fire. The object is to fill the building rapidly with an inert gas which will reduce the intensity of the fire or extinguish it. (See picture below, right.) In the duct systems often used in factories to carry inflammable gases there is always a possibility that an explosive atmosphere may be created. At Boreham Wood, experiments are being carried out to design duct systems in which, in the event of an explosion, relief vents will open in a controlled manner to release the pressure and prevent damage to the plant. (Demonstrated in picture above.)



Showing the effect of wind on fire, and **(right)** a demonstration of a special appliance for fire-fighting in enclosed spaces

SAFETY IN FACTORIES

The latest excavator to come from Whitlock Bros. Limited, of Great Yeldham, Essex, is the Dinkum 60, seen here with the Whitlock 66 Power Shovel attachment. Both the 60 and the 66 are separate machines in their own right, but they are often combined to work together. The Dinkum 60 has been developed from the Dinkum Digger Major, and it will be on display at the Public Works Exhibition at Olympia (November 14-19) with other Whitlock models

TO EASE THE WORKER'S LOAD

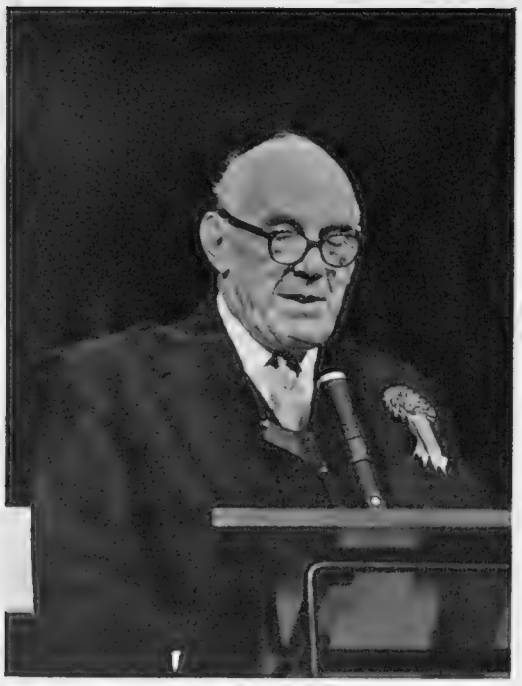
Southwark Borough Council has recently purchased this new Wayne 706 vacuum sweeper for use in the subways and surrounding footways of the Elephant and Castle development scheme. Made in America, the machine is the first of its kind to be used in Britain, and has been supplied by Kent Engineering and Foundry Ltd. of Maidstone, who are the British agents. The two circular brushes sweep refuse (anything from bottles to dust) into the centre of the base where it is sucked up into a sack, which is emptied later. Another feature of the 706 is a "rose" at the rear which sprays disinfectant on to the cleaned area

Right and Below: Being demonstrated at London Airport is the 11½-ton Douglas Cargomaster, a new development which can halve the loading time for a large airliner. Three of the new machines have been ordered by B.O.A.C.

Three Aveling-Barford SN27 Dumpers quickly clear rubble and rock from the paths of excavators as they work on one of the contracts of Lomound Construction Limited. These Dumpers are part of Lomound's fleet of seven, and have a payload of 27 tons. They are built to withstand heavy wear and rough loading from big excavator shovels. An interesting feature of their make-up is the gearing—with standard transmission six forward and one reverse speed—which makes them suitable for "off-highway" work. At the Public Works Exhibition at Olympia the three British companies of the Aveling-Barford Group (Aveling-Barford Limited, Goodwin Barsby and Co. Ltd., and Barfords of Belton Limited) will present a combined display of their road-making, earth-moving, quarrying, building and contractor's plant. Eleven new machines will be on view there

A new Loadmaster 750 from Chaseside Engineering Co. Ltd., of Hertford, unloads into a high-sided truck. The 750, together with the 800, will be representing two-wheel-drive Chaseside loading shovels at the Public Works Exhibition. The larger and more powerful four-wheel-drive range will be represented by the Loadmaster 3000. The 750 embodies all the features of the older Loadmaster 700, and has slightly longer side arms. It is able to load into receptacles over 12 ft. high, which should prove an added advantage in bulk-handling operations. The Loadmaster 800 has good manœuvrability due to its rear-wheel steering and forward control, and operates well in areas with difficult traction conditions

Left: The Allis-Chalmers HD.6G Tractor Shovel is seen working under heavy conditions. The 1½-cub.-yd. shovel will be one of the exhibits of Mackay Industrial Equipment Limited, of Feltham, Middlesex, at the Public Works Exhibition. The new HD.6G has a dumping height of over 9 ft.—13 ins. greater than the previous model. It has a long reach to allow bucket loads to be raised outwards to the centre of high-sided trucks. The new curved bottom bucket has a 21,500-lb. breakout force at the cutting edge. The shovel functions are controlled hydraulically



Lord Chandos, President of the Council of the Institute of Directors, and the chairman of A.E.I.

DIRECTORS IN CONFERENCE

The eleventh annual conference of the Institute of Directors was held in the Festival Hall, London. Nearly 3,000 directors of companies out of the 35,000 members of the Institute heard speeches from Mr. Selwyn Lloyd, the Chancellor of the Exchequer, and Mr. Maudling, the President of the Board of Trade. The Chancellor took the opportunity to comment on the reduction in the Bank Rate, making it quite clear that this did not mean the end of the credit squeeze. Mr. Maudling discussed the division of Europe into two trading blocks, calling the position a "tragedy." A major part of the presidential address by Lord Chandos was also devoted to exports; although the subject was, he said, as threadbare as "solidarity in politics or love in poetry," it was necessary to say that Britain's effort fell short of what could be done. Another theme of Lord Chandos's speech was education for future executives. He revealed that the Council of the Institute was considering means of implementing Clause 4 of their new Royal Charter, which permits activities in the field of education. Sir George Edwards, executive director of the British Aircraft Corporation, and Professor Lovell, the director of Jodrell Bank, were among the other principal speakers.

Mr. Selwyn Lloyd speaks. Left is Sir Robert Renwick and right Sir Richard Powell, Director-General of the Institute

Mr. P. G. Macdonald, Mr. Guy Chantrey, and Sir Edward Spears, chairman of the Council of the Institute of Directors

Sir George Edwards and Mr. C. O. Stanley

Professor Bernard Lovell and Sir Richard Powell

Sir William Mabane and Mr. C. M. Vignoles

Sir Joseph Napier and Mr. Harold Drayton

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MOTORING

AN INFINITE ROAD

A selection of books for car enthusiasts; plan for the Daimler plant; and other information

By **COURTENAY EDWARDS**

Amid the lovely conifers of central Berkshire they have built a road that leads nowhere. It is three miles long, forms a figure-of-eight, cost £500,000, and leads nowhere only in the geographical sense. It will, in fact, lead to a great amelioration of traffic congestion and road dangers in the years ahead. That, at any rate, is the objective of the Department of Scientific and Industrial Research, who built it for its Road Research Laboratory. It is situated at Crowthorne, near Bracknell, and it is intended that by 1964 the whole of the Road Research Laboratory's activities shall be centred there.

At present the Laboratory's facilities are widely scattered. They include establishments at Langley, Bucks, and Harmondsworth, Middlesex. Its work on accident prevention and traffic flow improvement has been seriously handicapped by the need to use distant airfields, some of them 50 miles away, for their important researches into such problems as skidding, road surfacing, traffic flow at roundabouts, street lighting, dazzle and accident injuries. In 1962 work will begin on the construction of a seven-storey administrative block at Crowthorne. It will be flanked by spacious laboratories three storeys high. Total cost of the Crowthorne project will be £2,500,000 and up to 1,000 people will be working there.

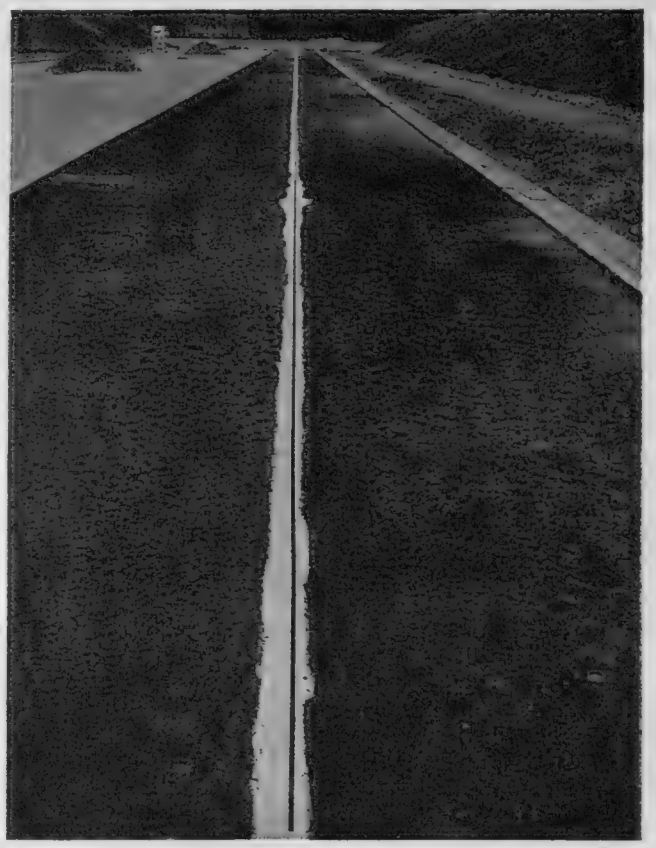
The research track is already in use. It is the only one of its kind in the world devoted to research into road traffic and safety problems. It occupies a 253-acre site, and the two loops of the circuit are joined by a huge central area measuring 14½ acres, This part of the track has been given an incredibly smooth surface and a subtle slope to prevent the formation of rainwater puddles. Here the Laboratory's road traffic engineers will have plenty of room to carry out vital traffic flow experiments, including tests of roundabout shapes.

The track's large loop has a steeply-banked bend round which test cars can be driven at 60 m.p.h. to afford a high-speed approach to a long straight designed for test speeds of up to 100 m.p.h. Slippery surfaces have been laid along this straight for skid tests. It has a built-in water spray system, fed by a 54,000-gallon storage tank, with which varying degrees of slipperiness can be produced. Branching off from the large loop, at the end of the long straight, is a spur ending in a large skid-pan which will also be used for simulated crashes by vehicles containing dummy figures. Vehicles remotely controlled by an electronic system will be made to crash into other vehicles and into barriers. By this means scientists hope to be able to suggest modifications to the interior layout of cars to reduce crash injuries.

Laid 9 ins. under the surface of the track throughout its length is a guidance cable for large-scale experiments in the use of simple electronic equipment to enable motorists to keep going safely in thick fog. There are also buried detector loops to indicate to a driver the presence of an unseen vehicle in front of him. The Laboratory is also working on a fantastic adaptation of this idea to smooth the traffic flow in clear weather. Vehicle detectors already in use in connection with traffic lights register only the *passage* of vehicles. They cannot distinguish between dense stationary traffic and the complete absence of vehicles.

Two new types of detector are being developed by the Laboratory. They are being used experimentally to feed information into a density meter which analyses this information and works out the average traffic density—vehicles per mile—over a short period. When the density exceeds a certain figure a control device can be made automatically to divert traffic away from over-congested sections of road or street. The most impressive application of this idea demonstrated during a recent visit to Crowthorne was the use of a "quickest route computer." It calculates the quickest route between any two points in a network of roads and displays this route on a board. If a particular road becomes overloaded, as shown by a density detector, it can be closed.

The idea, I gather, is that a motorist would see, displayed on a roadside sign, a quicker alternative route to a number of places than the congested direct route. It might be longer in distance but would be shorter in time. At Crowthorne, Sir William Glanville, the Department's Director of Road Research, told me that while road traffic in Britain is doubling every ten years congestion is growing at a much faster rate. It looks as if we shall stand in very great need, ten years from now, of the electronic aids now being experimented with by the Road Research Laboratory.



The groove in the track at Crowthorne carries the electronic guide wire for experiments to help drivers in fog

An interesting branch of the Laboratory's work is the study of driver behaviour. One way in which this is done is to send out two cars in close company. The actions of the driver of the rearmost car, as he brakes, accelerates, tries to overtake, and so on, are transmitted to a recording van by a telemetry system. Electrodes can be attached to the eyes of the driver under test to show his visual reactions. Similarly, skin resistance is measured by means of wires attached to the palm of one of the driver's hands to show any emotional disturbance. This employs the principle of the lie detector. From their studies of driver behaviour the boffins of the R.R.L. hope to work out a kind of formula of driving characteristics which could form a yardstick by which to measure the failings of errant drivers. It could be of great value in devising remedial tuition for deficient drivers if correctional courts were set up in Britain on the U.S. pattern.

There has been a good crop of motoring books in the last few months. They include offerings about motor racing, the history of the automobile, road engineering and vintage cars. In honour of the wonderful old cars which chugged from London to Brighton last Sunday on the R.A.C.'s commemoration run let me first refer to John Lloyd's *The World's Veteran to Vintage Cars* (Macdonald. 15s.). It describes and illustrates more than 900 cars, ranging from the Hammel of 1886 to the 1930 M.G. It is an encyclopaedic work which gives a potted history of the first five decades of motoring.

Another fascinating historical volume is Anthony Bird's *The Motor Car*, 1765-1914 (Batsford. 25s.). With the aid of more than 100 illustrations Bird traces the history of the automobile up to the start of the First World War. Something entirely different comes from the autobiographical pen of Duncan Hamilton, one of motor racing's most colourful personalities and one of the last of the true amateurs of the sport. It is called *Touch Wood!* and is published by Barrie and Rockliff at 25s. The author tells in a racy style the inside story of his many adventures on the motor racing circuits of the world.

Roads and Their Traffic (Blackie. 35s.) is a book which should be read and re-read by every M.P. and council member in the land. Edited by Ernest Davies, a former M.P., who is responsible for the British magazine *Traffic Engineering and Control*, it contains articles by thirteen contributors of different nationalities who write with authority on what needs to be done to make our roads safer and fit for their growing task.

There are books one reads and forgets; others so full of interest that they find their way to the bedside table for frequent dipping into. Into the latter category falls *The Motorist's Weekend Book* (Batsford. 25s.). It is edited by Michael Frostick and Anthony Harding, and is a collection of articles, most of them original, by more than twenty-five well-known motoring writers. There are some fine photographs and Brockbank cartoons. Weidenfeld and Nicolson have made a useful contribution to the history of motor sport with their *Great Motor Races*, by Bruce Carter, price 16s.

Briefly. . . . Sir William Lyons, Jaguar chairman, announces plans for the re-equipment of his recently-acquired Daimler plant which will cost more than £2,000,000 and increase Jaguar output by 30 per cent. in the next two years. . . . Rootes Group cars (Super Snipe saloon and estate car, Sunbeam Rapier and Sunbeam Alpine) won four gold medals—more than any other manufacturer—in the annual coachwork competition run in conjunction with the Motor Show. . . .

The European rally championship will be decided by this year's R.A.C. international rally, which starts at Blackpool on November 21 and ends at Brand's Hatch on November 26. It lies between Trautman of France (Citroen) and Germany's Shock and Moll (Mercedes-Benz). . . . On view for the first time at the Turin Motor Show, which ends to-morrow, are Austin A.40 saloon and estate car models built in Milan under licence from B.M.C. by Innocenti of Lambretta fame.

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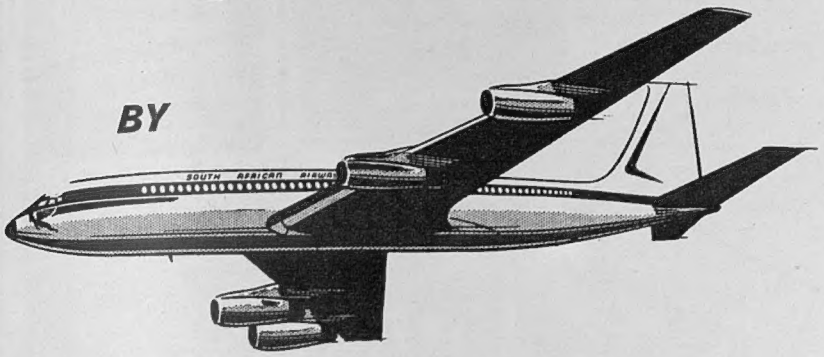

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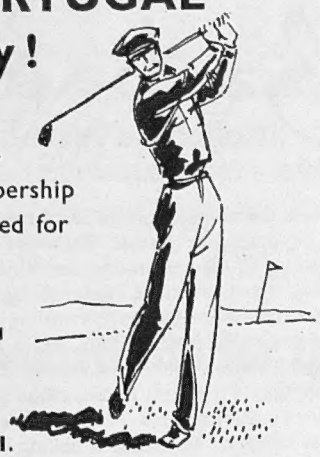

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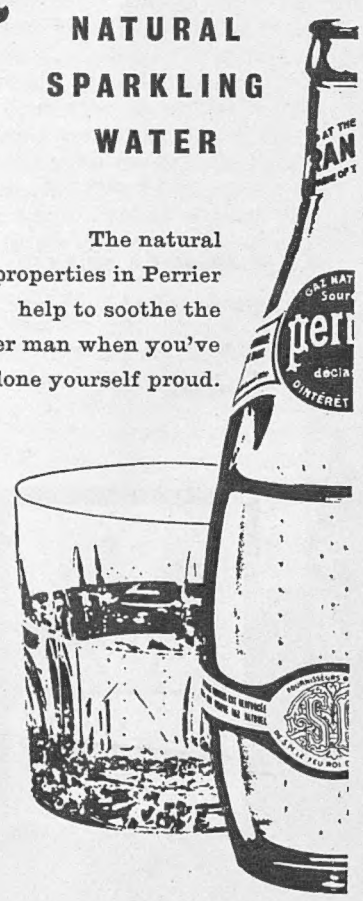

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